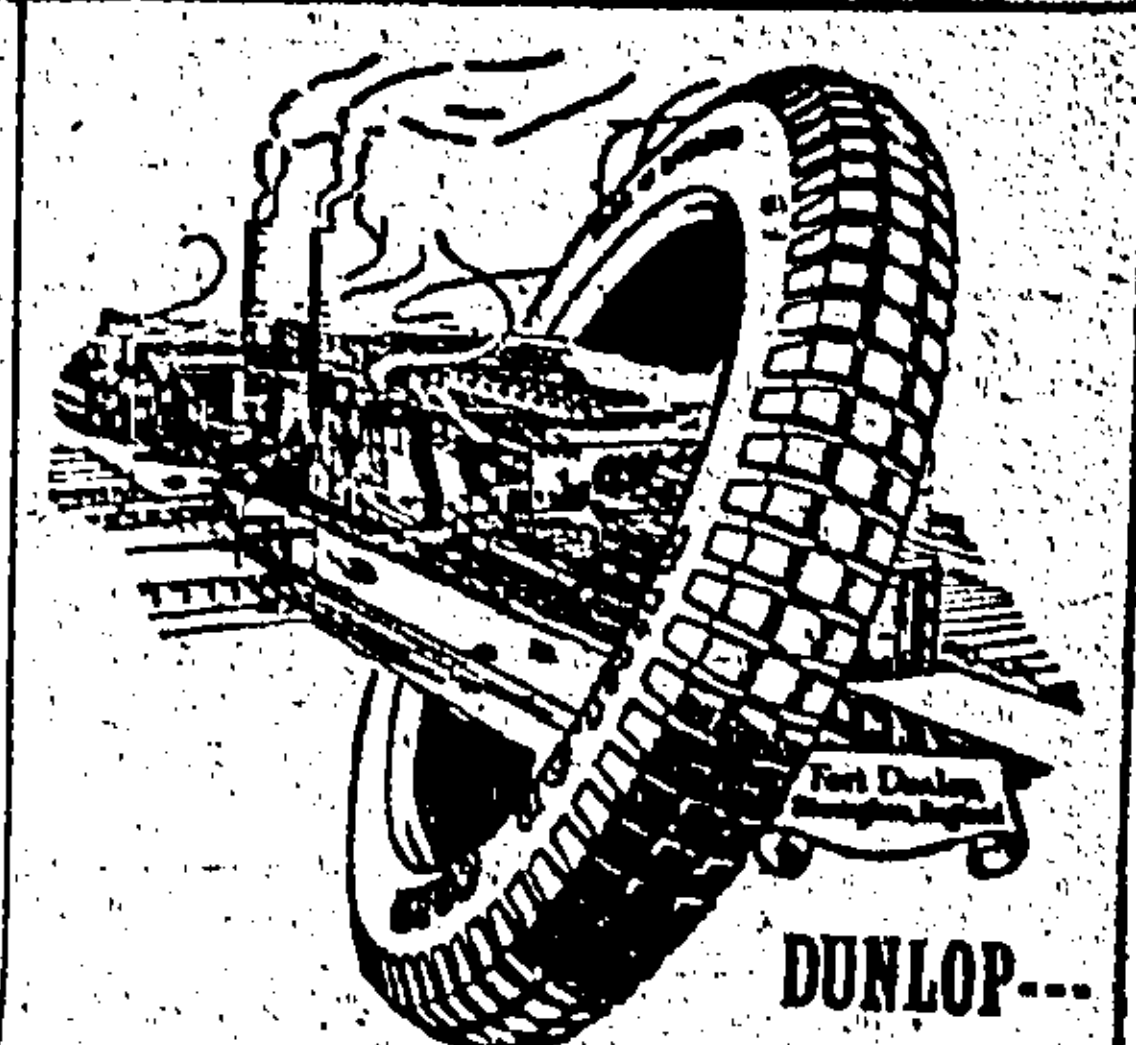


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WHO KILLED COCK ROBIN?

"NOT I," SAYS LORD ROTHERMERE.

FOUR NEW AIMS FOR UNITED EMPIRE PARTY.

LORD BEAVERBROOK SHEERS OFF.

INTRIGUING MOVE.

London, Mar. 7.

Lord Rothermere has caused a mild sensation by showing reluctance to allow the United Empire Party to suffer the painless death contemplated by Lord Beaverbrook. The situation as between the two newspaper magnates is rather intriguing, and Lord Beaverbrook has sprung a surprise on his colleague, which may prove rather upsetting.

The surprise consists in an announcement to the effect that the trustees of the United Empire Party Fund have decided to return all donations.

Lord Rothermere's newly-discovered policy for the Party, covered by a list of aims which appeared in the Press to-day, seems therefore to have been forestalled, while the action of the trustees seems to settle the discussion as to whether Mr. Baldwin went over to the United Empire Party, or whether Lord Beaverbrook returned to the shelter of the Conservative fold.

Statement to Press.

Lord Rothermere displayed his attitude in a statement issued to the Press in which he says that the work of the United Empire Party in which 173,000 members of the public have enrolled up to the present, will by no manner of means cease with the achievement of one of its aims, namely, the official adoption of Empire Free Trade as a policy by the Conservative Party.

The United Empire Party, he adds, will strive with all its resources towards four other objectives in its programme.

More Important Than Empire!

At least three of them, in the opinion of Lord Rothermere, are even more important than Empire Free Trade.

The first of these objectives, which are startlingly new, is the immediate imposition of high import duties on all manufactured articles, with adequate subsidies for the farming industry of Great Britain.

The second of the Party's aims is ruthless public economy.

India and Russia.

The third is that there shall be no more surrenders to India. (The attitude to the recommendations of the Simon Commission when made, is not indicated.)

And the fourth, demand is the severance of diplomatic relations with the Soviet Government.

Lord Rothermere says he still hopes to see the Conservative Party fall into line with this programme, thus relieving the United Empire Party of the necessity of adopting a fighting policy, including the formation of local Associations with Parliamentary candidates.

Lord Beaverbrook Balks.

Lord Beaverbrook has refused to associate himself with Lord Rothermere in this programme. He declares that Lord Rothermere's intentions involve a complete departure from the original aims of the United Empire Party.

Lord Rothermere, he adds, is now free to develop his own political programme. Lord Beaverbrook does not go with him, but their close personal relations remain unaltered.—*Reuter*.

BRITISH WOOLLEN WORKERS.

WAGE CUTS IMPERATIVE SAYS LORD MACMILLAN.

200,000 AFFECTED.

London, Mar. 7.

Lord Macmillan, who sat at a Court of Inquiry appointed by the Minister of Labour to investigate the wages dispute in the woollen and worsted industry, has issued his report.

He says a reduction of wages is imperative, and makes detailed suggestions for general reductions. These involve cuts of from eight to nine per cent. The employers had sought to impose reductions of 10 per cent.

Setting out the reasons for his recommendations, Lord Macmillan says that during the past five years the financial position of the industry has become progressively worse, and if manufacturers are to retain a share of the world's business, they can of themselves do only one thing, namely, reduce costs and so reduce the prices which they can quote in competitive markets.

Two hundred thousand workers in the woollen industry of Yorkshire and other districts are affected by Lord Macmillan's recommendations.—*British Wireless*.

WOMAN WEEPS IN COURT.

OPIUM FOUND HIDDEN IN HOUSE.

Wong Sul-ying, a married woman, was charged before Mr. Lindsell at the Central Police Court, this morning, with the possession of 14 taels of contraband opium.

She asked for mitigation of the sentence, pointing to a baby in Court and pleading that she had no means of subsistence.

A seaman, she said, had promised her \$30 to take care of the opium for two hours. A raid by Revenue Officers intervened.

R. O. Grimmitt stated that accused's house seemed to have many hiding places. She endeavoured to deceive him, but after the discovery of the first lot of opium, a further seven taels were found in another place.

A fine of \$150, or six months, was imposed, whereupon the woman manifested much distress, and was led out of Court weeping.

THE BIG OPIUM SEIZURE.

CONFISCATION ISSUE IN ABEYANCE.

The position with regard to the seizure by the Hongkong authorities of two tons of raw opium on a Canton Government steamer which went aground during a fog on the shores of Lamma Island, last week, still remains in abeyance, we are informed on enquiries this morning.

It was first conjectured that, following the usual formality attendant on seizures of contraband opium, an application would come before the Magistrate for confiscation of the drugs, but no such application has been made so far.

It would appear that certain aspects of the seizure are being further considered before action is decided upon.

Meanwhile, it is understood that the steamer is still in Hongkong.

RELIEFS FOR CHINA STATION.

H.M.S. VINDICTIVE LEAVES FOR HONGKONG.

H.M.S. Vindictive left Plymouth yesterday for China with reliefs on board for H.M. ships Tamar, Peterfield, Iroquois and Herald, and also for the Yangtze and West River gunboats.

The Vindictive is due at Hongkong on April 23.

UNCROWNED KING OF GUJARAT.

GANDHI LIEUTENANT SENT TO GAOL.

VALLABHAI PATEL FINDS A CHALLENGE ACCEPTED.

CAMPAIGN CHANGE.

Bombay, Mar. 7.

Gandhi has lost one of his keenest supporters of his civil disobedience campaign before the commencement, and a revision of his plans may be necessary. Vallabhai Patel, the brother of the Speaker of the Legislative Assembly, was arrested at Borsad for disobeying an order prohibiting him from making a public speech.

The tone of Vallabhai Patel's recent speeches explains the prohibition. He thought to challenge the police to arrest him.

He appeared in the Police Court at Borsad this morning and was sentenced to three months' imprisonment and a fine of five hundred rupees, with the alternative of a further three weeks' imprisonment in default.

The loss of Vallabhai Patel is a severe blow to Gandhi as Patel was virtually his second-in-command. According to the plan of campaign recently outlined by the "Mahatma" Gandhi was to lead the first batch of civil disobedients, and in the event of his being arrested, which he regarded as highly probable, the leadership was to have been assumed by Patel.

Dangerous Agitator.

Vallabhai Patel is regarded by the authorities as a more dangerous agitator than Gandhi. He was the leader of the Bardoli "No-Tax" campaign last year.

In a speech a few days ago, he declared (in reference to the civil disobedience programme): "War unprecedented in history will start in a few days, beginning at Gujarat. Those who are afraid of death should go on a pilgrimage; those who are the possessors of riches should emigrate."

Gandhi's Reaction.

It is reported that on receipt at Ahmedabad of a telegram announcing the arrest and imprisonment of his lieutenant, Vallabhai Patel, Gandhi said that the news should be heartily welcomed.

He added that he might now have to revise his plans for marching with the first batch of volunteer disobedients, as he might decide to give marching orders for to-morrow or Sunday, instead of on Wednesday next as scheduled.

A "Celebration."

Gandhi has publicly appealed to mill-owners, mill-workers, shopkeepers and all citizens to observe a peaceful hartal (a complete cessation of work) on Saturday, March 8, "to celebrate the incarceration of the uncrowned King of Gujarat." (Patel).

Viceroy's Regrets.

New Delhi, Mar. 7.

Lord Irwin's secretary has acknowledged Gandhi's letter, and regrets he is contemplating action clearly bound to involve a violation of the law and danger to public peace.—*Reuter*.

EXPLORER RELEASED ON PAROLE.

MADE FRAUDULENT USE OF MAIL.

Washington, Mar. 7.

President Hoover has approved the recommendation for the release on parole of Dr. Cook, the noted Polar explorer, who was sent to prison for using the mails fraudulently.—*Reuter's American Service*.

POLICE COLLEGE SCHEME.

FITTING BEST MEN FOR THE HIGHEST POSTS.

MR. CLYNES' NEW PLAN.

London, Mar. 7.

A scheme has been drawn up by Mr. J. R. Clynes, Home Secretary, and adopted in principle by the Police Council, providing for the establishment of a Police College. It is proposed that men of outstanding ability and the necessary qualifications shall attend a two years' course at such College and so fit themselves for the highest posts in the police service.

Outlining the scheme in a document to the Police Council, Mr. Clynes expressed the opinion that more should be known of technical and other developments in police work elsewhere, and advantage be taken of such developments by way of experiment and research in this country.

The Police Council is exploring the possibilities of the scheme.—*British Wireless*.

CHINESE HEALTH PROPOSALS.

LEAGUE COLLABORATION RESOLUTIONS.

CLOSE AND FRUITFUL.

London, Mar. 7.

After three days spent in an examination of the Chinese Government's proposals with regard to enlisting the aid of the Health Section of the League of Nations in the reorganisation of China's medical services, the Health Committee of the League has concluded its labours.

The opinion of the Committee is that the League should collaborate with China in every possible way.

Two resolutions were adopted to-day, the first having to do with the League collaboration desired by the Chinese Government in respect of public health, and the second having regard to the reorganisation of the quarantine services at Chinese ports.

Dr. Yen, Director of the Medical Administrative Department of the Chinese Ministry of Health, thanked the League Committee for the care with which they had studied the Chinese proposals, and declared that the collaboration which was going to be established with the League would certainly be as close as it was fruitful.

The Chinese Government has already entered into obligations involving \$200,000 (Mex.) in respect of the plan, the completion of which was estimated to cost \$1,000,000.—*Reuter*.

SPORTING PEER WINS U.S. TITLE.

FINAL OF NATIONAL TENNIS CHAMPIONSHIP.

New York, Mar. 7.

Lord Aberdare, the noted British sporting peer, won the American National Tennis singles championship to-day, defeating the young Boston player, F. P. Frazier, in the final, in straight sets, 6-3, 6-1, 7-5.—*Reuter's American Service*.

It should be made clear that Lord Aberdare's championship is the real tennis title, not the lawn tennis title.

His favourite game is cricket. As the Hon. C. N. Bruce he turned out regularly for Middlesex at one time.

TIN ONCE AGAIN SLUMPS.

LOWEST PRICE FOR SEVEN AND HALF YEARS.

London, Mar. 7.

On the Metal Exchange to-day there was another sharp slump in the price of tin, which fell 25 1/2 to 2159 7/8 6d. per ton. This is the lowest quotation for seven and a half years.—*British Wireless*.

SPEEDING UP THE CONFERENCE.

RIGHT ATMOSPHERE FOR ADVANCE.

SUBSTANTIAL AGREEMENT ON IMPORTANT POINTS.

BATTLESHIP HOLIDAY.

London, Mar. 7.

The work of the Naval Conference was formally resumed at St. James's Palace this morning, when the heads of the five delegations surveyed the whole ground and displayed determination to press on with its work as quickly as possible.

The atmosphere of the Conference is favourable for such an advance.

Six weeks ago, when it began, those attending the Conference were freely discussing whether a limitation of the size of capital ships and a reduction of their gun calibres could be achieved.

The tendency in authoritative British circles now is to take it for granted that, if all goes well, there will be no need for the building of new capital ships before 1936.

Again, a quicker scrapping programme than was envisaged by the Washington Treaty is now contemplated.

Controversy Removed.

A definite advance in the work of the Conference is also marked by the removal of the question of the rival global and category methods of limitation from the realm of controversy.

A compromise on this subject is set out in an Experts' Report and embodies a skeleton table of categories which went before the heads of the delegations to-day. The Report was, in most respects, approved.

A communique issued after the meeting said:—"Two closely related questions were referred back to the First Committee for further examination in the light to-day's discussion, and the few remaining matters not settled by the report were deemed to be easier to arrange after an agreement had been reached in regard to the figures."

Report Accepted.

This afternoon, the First Committee accepted the Experts' Report on vessels not subject to limitation and it is now ready for submission to a plenary session.

The Committee has, in effect, adopted the draft regulations drawn up at Geneva, subject to two changes, namely, the proposed speed limit of the vessels exempt has been increased from 18 to 20 knots, and to the list of exempt vessels has been added small seaplane carriers equipped with apparatus for launching not more than three seaplanes.

Exempted Ships and Tonnage.

On the question of the special vessels which lie outside the proposed categories and are not exempt vessels, the report of experts was, in general, accepted by the First Committee, but before it can be sent on there will be a further discussion as to whether or not the tonnage of the special vessels should be reckoned in the total tonnage allotted to the Powers.

Another matter for further discussion is as to what category future aircraft carriers, which fall below the level of the existing aircraft carriers, and are larger than the exempt seaplane-carriers should be placed.

Representations to Premier.

The Executive Committee of the League of Nations Union and the National Council for the Prevention of War, have made representations to the Prime Minister in view of the anxiety which has been aroused among the friends of armaments reduction concerning the results of the Naval Conference.

The League of Nations Union executive urges the Premier to use his great authority and influence to restore the confident atmosphere in which the conference began its labours, so that there may be a half year.—*British Wireless*.

(Continued on Page 11.)

Bulls and Innards

From the Office Butts.

Efforts are still being made to find a substitute for gasoline. The low dollar has already revealed one in Hongkong—shoe-leather.

"If you wish to live long," says a doctor, "do lots of walking. But keep on the same side of the street."

It's calculated that Hongkong uses at least three million cakes of soap annually. This is not counting the soft variety, which we encounter every day.

A writer says will-power will conquer man's natural sloth. The triumph of mind over doesn't matter.

The pony that swallowed a pot of paint last week, may be no good as a race-horse, but he knows leg seems to have been on the inside.

Naval Conference delegates evidently think discussion the better part of valour.

A Chinese recently stole a feather bed in Kowloon, but the police caught him napping.

A good name for young men in charge of soda fountains would be fizzicians!

We are sufficiently optimistic to believe that shares and skirts won't stay down.

After the poetic outbursts at the Steamboat Company meeting, we look to see Company reports issued in rhyme, and the Bank speech uttered in Shakespearean blank verse.

The Secretary now has read. The notice of this meeting. Imagine that my speech I've said.

For time is far too fleeting. To justify the waste of breath. That would be so expended; Much better that I face my death.

As Lartius, when extended. We've lived a year. When hopes were dashed. On fortune's fickle habits. The sales of our potatoes mashed.

Have dropped, and so have rabbits. But from the night that covers us.

Mas-kee the gods' decree. We fear no foe nor incubus. No matter what we see. So now I come (My heart's delight)

To give you intimation. Your warrants you may get to-night.

If so's your inclination. A vote of thanks, I think is due. To me, your chairman poet; And when that's done, the meeting's through.

That's all the "biz" it! A new publication entitled "Beer" is being published by London brewers. A kind of barrel-organ, we suppose.

Hongkong may not be an agricultural centre, but, all the same, there seems to be considerable controversy over farming.

We hear that people in Hongkong are finding it increasingly difficult to get housing accommodation. In other words, the flat-tracing season has begun.

There's a strike in a bedding factory in Shanghai. We understand that it's a case of elder down quilts or more wages.

The Hongkong masseuse must have a hard time these days. All the same he does manage to rub along.

We hear of a local Aberdonian who had only one of his twins photographed because they were it?

"Horticulturalist"—The easiest way of getting material for your cinema this week, believing that rocky is to stand in the middle of your garden playing the saxophone.



You were engaged for five years! Wasn't it rather boring?

No—it was not always the same man.

We hear of a local Boy Scout who recently kept a baby amused for more than an hour. One of his goo-goo'd turns!

It's beginning to look as if the only way to get rich quick is to do it slowly.

In the olden times, man won a wife with a club. Nowadays, he loses her by the same means.

Latest Aberdeen story:—An Aberdonian walked into a bar, ordered two glasses of beer, drank one up and left the other to "settle."

From the racket which some of these Kowloon pianists make you'd think they were boxing gloves when playing.

"Fox-Trot Outstays Its Welcome," says a newspaper heading. Of corset it would!

There's no ambiguity about some of the modern dresses. They're straight from the shoulder.

Some of our public speakers should make good athletes. They're so long-winded.

A writer points out that most confidential posts are filled by Scots. They are least likely to give anything away.

Instead of saving for a rainy day, says McWhirter, the younger generation now save for a wet night.

A scientist declares that alarm clocks were used 2,000 years ago. Does that account for those Early Egyptians?

A movement is on foot at Home to popularise the goose for table purposes. Looks like propaganda!

The Police cricketers had a splendid Wynne last Sunday.

Both tin and silver are slumping. Now we know why our earnings are sometimes referred to as "tin."

Thursday was the day of "excited insects." The "Reds" were reported to be holding demonstrations in various places.

Reference was made at the local flower show to the sudden change of weather on Thursday. It was enough to freeze.

Kenya colonists, after the Prince of Wales' illness, are anxious to maintain the reputation of the locality as one of the healthiest in Africa. Kenya heat!

We understand that a local Scot, way of getting material for your cinema this week, believing that rocky is to stand in the middle of your garden playing the saxophone.

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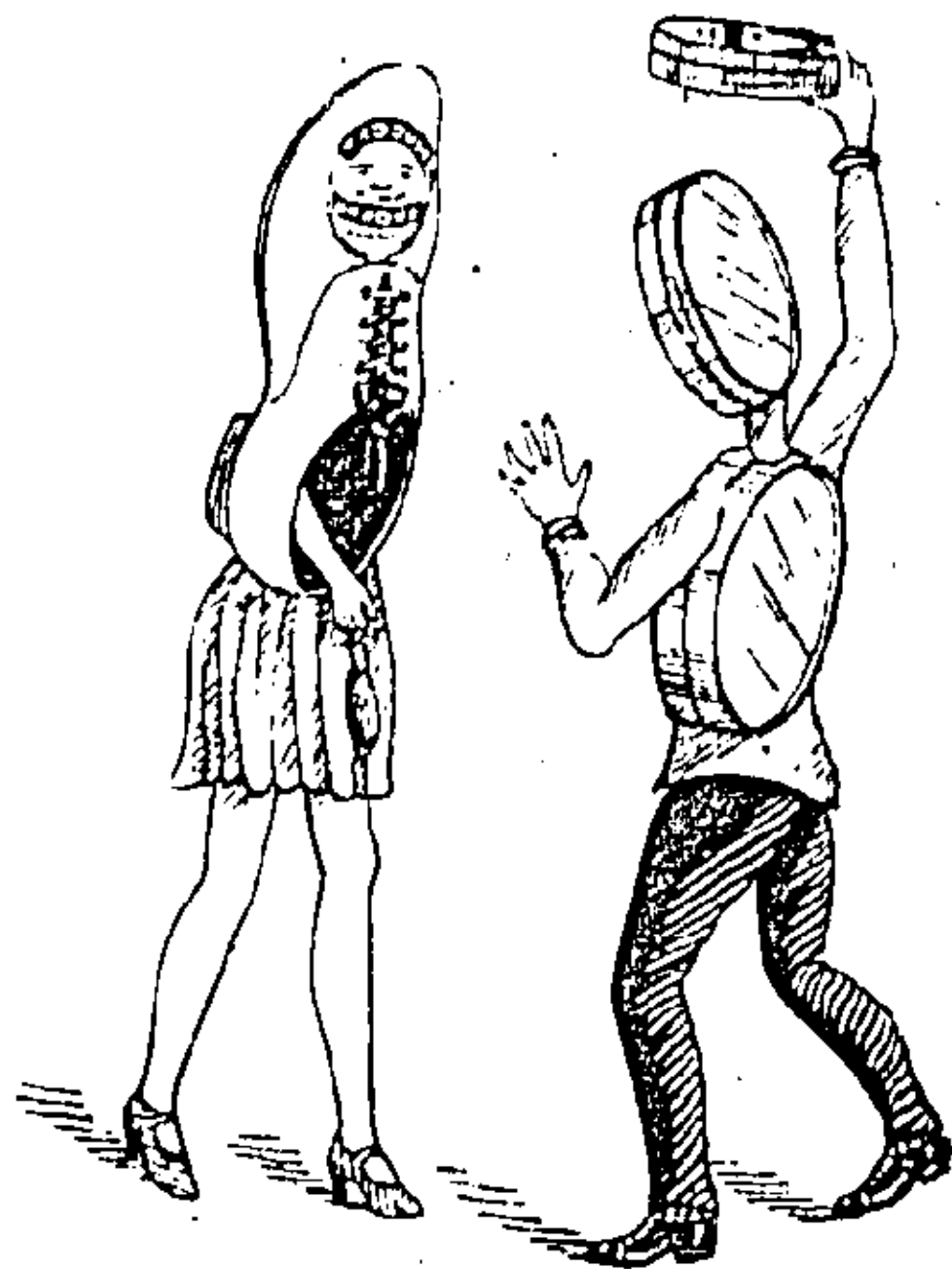
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VICTORIA DIOCESE.

ANNUAL MEETING OF ASSOCIATION.

The annual meeting of the Victoria Diocesan and Missionary Association was held last evening in the Cathedral Hall. Bishop Duppuy took the chair, supported by the following members of the Committee:—Mr. P. S. Cassidy (Vice-Chairman), Col. T. A. Robertson (Hon. Treasurer), Rev. C. B. Shann (Acting Hon. Secretary), and Mrs. Black (Hon. Secretary).

Col. T. A. Robertson proposed, and Rev. W. W. Rogers seconded, the adoption of the treasurer's report, and it was carried unanimously.

Rev. C. B. Shann proposed, and Mr. P. S. Cassidy seconded, the adoption of the hon. secretary's report, which was carried unanimously.

In seconding the motion, Mr. Cassidy voiced an appeal for more members for the Association, remarking that although quality was to be preferred to quantity, the only way to strengthen the work of the Association was to keep up the membership. The Chairman then addressed the gathering.

V.D.M.A.'s Important Work.

In the course of his address the Chairman pointed out that within the past few weeks there had been established in connexion with the work of the Colonial Church in the Diocese, a body of Church Electors; Church Councils and a reconstituted Diocesan Conference. He believed that all this was a move forward.

The Bishop proceeded to refer to the important work the V.D.M.A. had to do in banding together those who would interest themselves in the work of the diocese. Its value, he said, was threefold:

It links us up with England through its having its counterpart in the V.D.A. at home. To anyone who has watched an Association such as this over a decade a foremost impression is one of a continuous coming and going, and if all this is to be turned into gain and not to be sheer loss you must have some organisation like the V.D.M.A. which is constantly getting into touch with fresh people as they come and constantly passing on to the V.D.A. in England those who leave. And I want to point out to Group Secretaries, and to all those who are interested, that if an Association such as this is to maintain its strength and not to dwindle into weakness it must be winning fresh members all the time.

But the V.D.M.A. not only links us up with England; it links up the Churches and congregations out here. It is a link between the Chinese and the Colonial Churches and I am interested to see that Dr. Chau Wai Cheung, Secretary of the Chinese Group, is having some of the V.D.M.A. literature translated into Chinese with a view to extending the activities of his group. The V.D.M.A., too, is a link between the various congregations.

Thirdly, the V.D.M.A. links scattered members to the centre through the outposts group. At present this group numbers twenty-six. I hope this number may be increased and perhaps means be found whereby scattered members may take more active part in the general activities of the Association.

The Oldest Diocese.

When it was considered, the Bishop continued, that it was only eighty-one years ago since the diocese was founded and they were considerably the oldest diocese connected with the Church of England in the Far East, any one who could read facts must admit that very considerable progress had been made. Touching upon the important work of circulating information and stimulating interest, the Bishop expressed the hope that the V.D.M.A. would continue to emphasise the educational side of its work.

Another important work the V.D.M.A. had to do was in calling forth prayer, service and gifts for the diocese and missionary work

generally. In this connexion, the Bishop referred to the wonderfully efficient work of Mrs. Roffey as Sales Secretary. Mrs. Stark had indicated her willingness to act whilst Mrs. Roffey was on leave. He thanked the Vice-Chairman, Mr. P. S. Cassidy; the Hon. Treasurer, Colonel Robertson; the Joint Secretaries Mrs. Black and Rev. C. B. Shann (who was acting during the absence of the Rev. N. V. Halward) and the Group Secretaries, Miss Acheson, Miss McGill and Mr. Cunningham.

Appeal for Funds.

The Bishop made an appeal for increased financial support and in conclusion said:

We need very badly indeed in a diocese like this a Central Diocesan Fund which is available not only for particular churches or institutions but for the work of the diocese generally. The V.D.M.A. provides the nucleus for such a fund but it is far from being sufficient for our needs.

Mr. Halward and I while we are in England are going to do what we can to interest people in the work of the diocese. Arrangements are already on foot for us to visit in May and June some twenty centres—including London, Birmingham, Manchester, Liverpool and Oxford. I am confident that the V.D.M.A. out here will press forward with the work of building up a Central Diocesan Fund which will be more adequate for our needs. I don't want to be misunderstood. I believe there is very great generosity in this diocese and I should doubt if any diocese in proportion to the size of the work in it has had more buildings erected during the past decade than has this diocese and this has called for very generous giving indeed. But, nevertheless, I am sure that there is urgent need for a Central Diocesan Fund such as I have described to enable us to meet both recurrent needs and also emergencies as they occur. I would, therefore, ask V.D.M.A. members, either through their free-will offerings in connexion with their Churches, or by direct donations to the V.D.M.A., to do what they can in this matter. If all members, in addition to the membership fee of \$12, would send some donation for the general work, such money would be credited to the church to which they belong and would enable us to do more effective work in this diocese.

Officers Elected.

The election of the officers for the present year was then proceeded with, the following being appointed, on being proposed by the Chairman, second by Dr. Chau Wai-cheung:

Vice-Chairman, Mr. P. S. Cassidy; Hon. Treasurer, Col. T. A. Robertson (to act during Col. Robertson's absence Mr. E. N. Ensor); Hon. Secretaries, Mrs. Black, Rev. N. V. Halward (to act during Mr. Halward's absence Rev. C. B. Shann); Assistant to Hon. Secretaries, Mrs. Evan Stewart; Secretary for Hospital Supplies, Mrs. Lang; V. D. A. London Sales Secretary, Mrs. Roffey (to act during Mrs. Roffey's absence Mrs. Stark).

In seconding the appointment of the officers named, Dr. Chau Wai-cheung referred to the cordiality and friendliness expressive of the Christian spirit which had marked the relations between European and Chinese workers. He voiced the appreciation of the Chinese churches for the unselfish help extended by the Association, in furthering and consolidating the work at inland stations, such as Yunnan-fu, Linchow, etc., and said that such assistance would set an example for the young Chinese

DR. SCHACHT RESIGNS.

REICHSBANK PRESIDENT'S ACTION A SURPRISE.

Berlin, Mar. 7.

Dr. Schacht has resigned from the presidency of the Reichsbank. Dr. Schacht's announcement was made at to-day's meeting of the directors of the Reichsbank, to the effect that he had taken steps to resign several years before the expiry of his contract, and it surprised the directors and has caused a sensation in the banking world and stock exchange.

He explained that the reason for his resignation was that his attitude towards the Young plan was unchanged. Nothing had occurred since the second Hague Conference to make him alter his views against the plan. He intimated he was willing to remain in office until a successor was elected.—Reuter.

Church. In course of time as the Chinese Church had grown into maturity, they would be proud, as members of the V.D.M.A., to have taken part in its development. (Applause).

The following were elected representatives of the different groups, upon the proposition of the Chairman, seconded by Rev. W. W. Rogers:

Cathedral Group, Miss N. Acheson (Hon. Sec.), Mr. Harry Own-Hughes, Miss Griffin; St. Andrew's Group, Miss McGill (Hon. Sec.), Mr. O. B. Raven (Hon. Treas.); St. Peter's Group, Mr. E. S. Cunningham (Hon. Sec.), Miss Cooper; Chinese Group, Rev. Lee Kau Yan, Mr. Woo Yee Tung, Dr. S. W. Phoon, Dr. Chau Wai Cheung; Outposts Group, Mrs. Kennedy Skipton.

Women's Work.

Miss Dunk, who was introduced by the Chairman as a much-travelled Church worker, with a record of 28 years' work in China, then delivered a talk on the Church work rendered by the women and girls of Hongkong.

In the course of her remarks, the speaker said membership in the Women's Missionary Union in Hongkong numbered 800. These women, in spite of the call on their time by domestic routine, were doing really very valuable work, participating at prayer meetings, and organizing sales in aid of Church and charitable work.

The speaker compared these prayer meetings with those held at home, stating that in Hongkong such religious exercises were generally held in the home, when there were present not only the members of that household, but also the neighbours and their friends, and members of not only that particular congregation, but also those from other congregations.

The speaker went on to refer to missionary work amongst the Chinese Christian families, describing the conditions of living in crowded Chinese tenements and the exceptional atmosphere which Church workers had to contend with.

At the close of her address, Miss Dunk was warmly applauded. This concluded the proceedings.

Rev. C. B. Shann announced an "At Home" and address to be given in the Hall on April 8. The meeting will take place at 5.15 p.m. but tea will be served at 4.30, and Rev. Mr. Shann requested that those who wished to attend should notify in advance the number of friends they were going to bring along.



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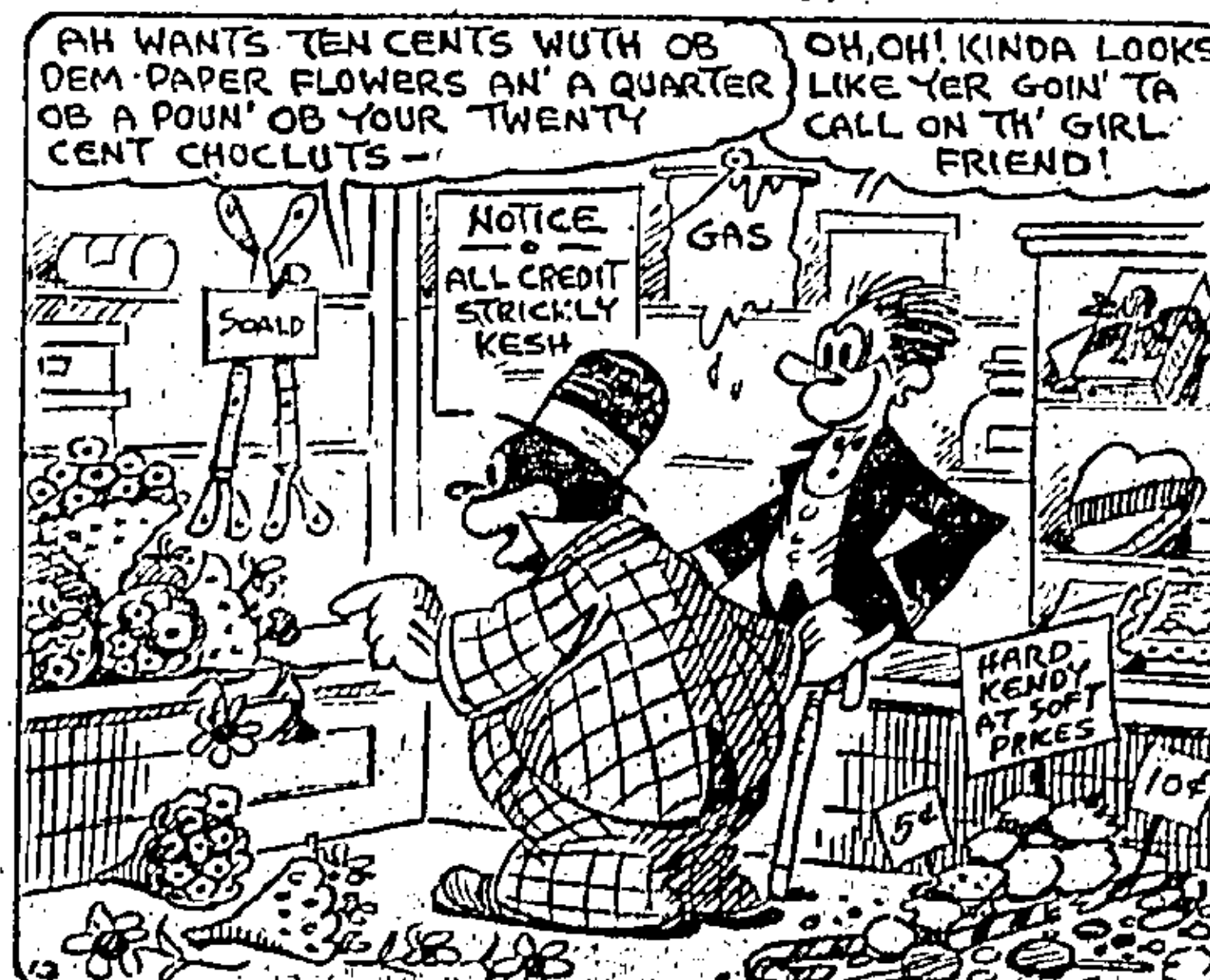
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FINDLATER'S "DRY" GIN
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Stocked by the Principal Hotels and Clubs.

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PAKHOI FALLS.

TAKEN BY KWANGSI FORCES.

Canton, Mar. 7.
The unexpected occupation by Kwangsi and Ironside forces of Linchow and Pakhoi, near the Kwangtung-Kwangsi frontier in the South West of the province, has created considerable anxiety in these districts. The first news of what had happened reached the Canton Government on Wednesday in a cable from the Chinese magistrate at Linchow. This stated that 2,000 Kwangsi soldiers, under General Li Chung-yen, were some thirty miles from Linchow city. Urging immediate reinforcements, the Magistrate stated that considerable apprehension existed among the population, seeing that Linchow had only a small contingent of gendarmes to defend it. He added that all the motor buses on routes between Linchow and nearby districts had been commandeered by the advancing Kwangsi forces, and he urged the Canton Government to send a gunboat to Linchow to convey officials and gendarmes from the danger zone.

Officials Escape.

Later telegrams state that Linchow has fallen, being occupied by one brigade of the Kwangsi forces on Wednesday. No opposition was put up. The Magistrate has wired that he is safe, having made off with officials to Nam Hong district.

The Government seems to have been taken completely by surprise. A gunboat, the An Pak, was sent to Pakhoi on Wednesday evening.

After taking Linchow, the Kwangsi forces marched on Pakhoi some 60 miles away and connected by motor road. Telegraphic and wireless communication between here and Pakhoi was suspended yesterday. It is stated that Pakhoi was occupied by Kwangsi forces during the morning.

An Arms Cargo.

It will be recalled that two weeks ago the Kwangsi troops occupied Sui Tung and Luichow in Southern Kwangtung. The intention was to attack Kwangchow and thus secure an outlet to the sea in order to be able to receive arms and food supplies from abroad. The first attempt to seize Kwangchow was a failure. It is believed the Kwangsi party is waiting the arrival of a big consignment of arms and ammunitions worth \$500,000 and that the occupation of Pakhoi is in order to receive the cargo which is believed to be on a steamer now on the way there.

LOCAL RADIO.

CATHEDRAL SERVICE ON SUNDAY.

The morning service from St. John's Cathedral will be relayed by wireless to-morrow. The complete week-end programme is given below.

To-day's Programme.

7.00-9.00 p.m. Experimental programme during which the Gilbert and Sullivan opera "Trial By Jury" will be given from Victor records, by courtesy of Messrs. Tsang Fook Piano Company.

9.00 p.m. Overture and local football news.
9.15 p.m. Dance programme.
11.30 p.m. Close down.

To-morrow's Programme.

10.55 a.m. Morning service relayed from St. John's Cathedral.

12.00-1.00 p.m. Chinese programme.

1.48 p.m. Weather report.

9.00 p.m. European programme of Victor records by courtesy of Messrs. Tsang Fook Piano Company.

"Le Cid-Ballet," (Massenet),
San Francisco Symphony Orchestra.

"Hakone Hachiri,"
(Mountaineer Song),"
"Otosan to Boya,"
(Where is Mother),"

Yosie Fujiwara.
"Molly on the Shore," (Grainger),
"Shepherd's Hey," (Grainger),
Royal Opera Orchestra, Covent Garden.

"Samson et Dalila-L'Aube Qui Blanchit (Dawn Now Heralds the Day),"
"Romeo Et Juliette-Prologue,"
(Gounod),
Metropolitan Opera Chorus.

"Fugue A. La Gigue," (Bach),
"Toccata," (Widor),
Reginald Goss-Custard, F.R.C.O.

"Itzuleto-Plangi, Fanciulla (Weep, My Child)," (Verdi),
"Rigoletto-Veglia O Donna (Sadly Guard this Tender Blossom)," (Verdi),
Amelita Galli-Curci-Giuseppe De Luca.

"Alt-Wien," (Old Vienna),
(Godowsky),
"Prelude in A Minor,"
(Claude Debussy),
Isabelle Yakovsky.

"Trio in G Major," (Haydn),
Alfred Cortot-Jacques Thibaud-Pablo Casals.

"Ach, Wie Ist's Möglich Dann (How Can I Leave Thee),"
"Du Du Liegst Mir Im Herzen (You Live in my Heart)," (Pax),
Hulda Lashanska-Paul Reimers.

"Etude in C Sharp Minor," (Scriabine, Op. 2),
"Etude in D Flat Major," (Scriabine, Op. 8),
Muriel Kerr.

"Calm as the Night," (Carl Goetz),
"Tales of Hoffman-Barcarolle," (Offenbach),
Lucyella Bori-Lawrence Tibbett.

10.30 p.m. Close down.

FORGOTTEN ANYTHING?

NO!
I'VE
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SO
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TO THE
SMALLEST DETAIL!

Every experienced traveller knows what a convenience it is to have ready at hand a simple and easily-taken remedy such as Pinkettes. Just a couple of these dainty little laxatives, taken when needed, are all that is necessary to ensure daily regularity, to correct sick headache and vertigo, and to dispel the ill-effects of strange or ill-cooked food. Chemists everywhere sell Pinkettes, 60 cents per vial.

FEBRUARY



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8, Des Vœux Road Central
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Telephone C. 4648.

PENINSULA HOTEL BALL ROOM

CARNIVAL

Saturday, 15th March, 1930

(Fancy or Evening Dress)

Dinner \$5.00 per head

Tables for the above may now be reserved at any of our Hotels.

THE HONGKONG SHANGHAI HOTELS, LTD.

Special Sale!

Gents' Rain Coats

Good Quality, Light weight

\$6.50

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QUEEN'S BUILDING.

TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

544, 545, 547, 550, 556, 566, 593, 595 598, 618, 634.

SITUATIONS WANTED.

Mrs. J. R. Wood, desires to recommend a wash-amah, a house-cook, a gardener and an out-door coolie. Available from middle of April next.

WANTED.

WANTED.—To rent or purchase, matched at Repulse Bay. Reply to box No. 637, care of "Hongkong Telegraph."

LAWN BOWLS.—WANTED two second-hand sets of lawn bowls. Write Box No. 635, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—No. 27, Cheung Chow. Apply with offer to National City Bank, Hongkong.

FOR SALE.—Four new evening gowns, three at \$20.00 each, one at \$45.00. Write to Box No. 631, care of "Hongkong Telegraph."

CREDIT FONCIER D'EXTREME-ORIENT

Mortgage Bank and Estate Agents. "PEAK MANSIONS". Six-roomed and Five-roomed apartments.

Prince Edward Road, Kowloon. Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings". Flats with modern conveniences.

PERMANENT WAVING

By Madam Katie. The very latest method. 2 HOURS. Tester's Beauty Parlor, Kowloon Bldg., Tel. C. 2103.

PREMISES TO LET.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

NEW FLATS TO LET, reinforced concrete new houses with water, closet, Luna Building, Kimberley Road, Kowloon. Apply Mr. H. P. Chan, Chinese Chamber of Commerce, 64, Connaught Road, Central.

GODOWN TO LET.

A Godown at Whitfield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong Ltd.

NOTICE.

I hereby give notice that on March 8th, 1930, my Surgery will be removed from 34, Queen's Road, central, to the 6th floor, Pedder Building.

T. YAMASAKI, Japanese Dentist.

MASSEUR R. SHIMIDZU, ASSEUSE S. HONDA, ASSEUSE S. KISAKI. Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and all the local doctors. 24, Wyndham Street, Tel. C. 4945.

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MASSAGE HAIR MRS. S. UZUNOYE Expert Masseuse

87, Queen's Road C, 2nd floor.

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

The undermentioned Certificates for Shares in this Company have been declared LOST and if at the expiration of ONE MONTH from the date hereof the documents are not forthcoming the said Certificates will be deemed CANCELLED and of no effect and new Certificates will be issued by the Company.

Certificate	No.	Shares	
3796	100	shares	17516/17615
3797	100	"	57710/57809
3798	100	"	81835/81909
"	"	"	149373/149397
"	50	"	13271/13320
"	100	"	194491/194590
"	24	"	194591/194614

All in the name of Chan Ching Shek

For The HONGKONG ROPE MANUFACTURING CO., LTD.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 19th February, 1930.

THE ST. JOHN AMBULANCE BRIGADE ST. JOSEPH'S COLLEGE DIVISION

A BENEFIT CONCERT

will be held in the LI SHEK PANG HALL, ST. JOSEPH'S COLLEGE Kennedy Road.

TO-NIGHT

Commencing at 7.30 p.m. prompt.

A very entertaining programme has been arranged consisting of vocal and musical items, contributed by well known local artists:—

The Misses S. and H. Ho. Miss M. L. Chiu, Rev. Fr. Riganiti, Mr. J. Levintoff, Mr. J. Braga, Mr. F. Abraham, The Hawaiian Serenaders, Mr. M. A. Baptista, etc., etc.

Admission \$1.50

Tickets are obtainable on application to the Officer-in-charge of the Division, c/o St. Joseph's College.

New Advertisements

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 13th March, 1930, at noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December, 1929.

The Transfer Books of the Company will be CLOSED from Monday, the 3rd March, 1930, to Thursday, the 13th March, 1930, both days inclusive.

By order of the Board of Directors,

F. H. CRAPPELL, Secretary.

Hongkong, 24th February, 1930.

HONG KONG TELEPHONE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN

that the FIFTH ORDINARY YEARLY MEETING OF THE HONG KONG TELEPHONE COMPANY, LIMITED, will be held on SATURDAY, the 15th day of March, 1930, at the BOARD ROOM of the Company, Second Floor, Exchange Building, Hong Kong, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors, for the Financial Year ended 31st December, 1929, and re-electing Two Directors and the Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 10th March, to the 15th March, 1930, Both Days inclusive.

Dated this 17th day of February, 1930.

By Order of the Board,

W. L. MCKENZIE, Secretary.

14, Des Voeux Road Central, Hong Kong.

THE HONGKONG FIRE INSURANCE CO. LTD.

NOTICE TO SHAREHOLDERS

The Sixty-first Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on Wednesday, the 26th March 1930, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1929.

The Share Register and Transfer Books will be closed from the 12th to the 26th March, 1930, both days inclusive.

Jardine Matheson & Co., Ltd. General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 6th March, 1930.

HONGKONG JOCKEY CLUB.

The First Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 8th March, 1930, commencing at 2 p.m. The first bell will be rung at 1.30 p.m.

Members' Enclosure.

Members are notified that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 for Gentlemen and \$2 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

Public Enclosure.

The price of admission to the Public Enclosure is \$1 for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price. Bookmakers, Tic Tac men &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

By Order,

C. B. BROWN, Secretary.

CHURCH NOTICES.

Local Services for To-morrow.

QUADRAGESIMA.

St. John's Cathedral, Hongkong, March 9, 1930. 1st Sunday in Lent. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Sunday School at Peak School 10 a.m. Matins and Sermon 11 a.m. Preacher: The Dean. Evensong 6 p.m. A Lecture will be given in the Cathedral at 6.30 p.m., followed by a discussion in the Hall. Subject: "Why does one believe in God?" Speaker: The Rev. P. Jenkins of the Union Theological College, Canton.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Man". The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of the Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Chapel Services. Saturday, Mar. 8, 5.30 p.m. Sermon by Pastor F. A. Wyman of Rangoon, Burma. Sunday night, March 9, 8.30 p.m. Sermon by Pastor F. Griggs of Manila, P. I. A cordial invitation extended to all.

Wesleyan Methodist Church, Queens Road East. Sunday Services: Morning, 10.15 a.m. Preacher, Mr. W. H. Smith. Evening, 6.0 p.m. Preacher, Mr. A. W. Ingram. Sunday School 3.00 p.m. Sailors and Soldiers Home Sunday 8.15 p.m. Service Mens' Hour Wednesday, 8.30 p.m. United Fellowship Meeting.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE is hereby given that the Forty-sixth Ordinary General Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, Hongkong, on WEDNESDAY, the 26th March, 1930, at 11.30 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December 1929, and to transact the ordinary business of the Company. The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 17th March, 1930, until WEDNESDAY, the 26th March, 1930, both days inclusive.

By Order of the

Board of Directors,

SHEWAN, TOMES & CO., General Managers.

Hongkong, 6th March, 1930.

THE HONGKONG ELECTRIC COMPANY LIMITED.

Notice is hereby given that the Forty-first Ordinary General Meeting will be held at the Company's Offices, P. & O. Building, on Wednesday 12th March 1930 at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December 1929, and electing Directors and Auditors.

The Register of Members of the Company will be closed from 28th February 1930 to 12th March 1930, both days inclusive, during which period no Transfer of Shares can be registered.

By order of the Board of Directors, GIBB, LIVINGSTON & CO., LTD. Agents.

Hongkong, 19th February, 1930.

UNION WATERBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

The Twenty Fifth Annual General Meeting of Shareholders will be held in the Offices of Messrs. Dodwell & Co., Ltd., on Monday the 10th March 1930 at 11 a.m. for the purpose of receiving the Report of the General Managers together with a statement of Accounts to 31st December 1929. The Transfer Books of the Company will be closed from the 1st March to 10th March 1930, both dates inclusive.

DODWELL & CO., LTD. General Managers.

THE DAIRY FARM ICE & COLD STORAGE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS

Notice is hereby given that the Thirty-Fourth Ordinary Yearly Meeting of the Shareholders in the Company will be held at the Company's Town Office, 2 Lower Albert Road, on Friday the 14th March, 1930, at 11 a.m. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December 1929, declaring a Dividend and re-electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 4th to the 14th March, 1930, both days inclusive.

By order of the Board of Directors,

J. D. THOMSON, Acting Secretary. Hongkong, 25th February, 1930.

GREEN ISLAND CEMENT COMPANY LIMITED.

NOTICE is hereby given that the 41st Ordinary Annual Meeting of Shareholders will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Wednesday the 19th day of March, 1930, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1929.

The Transfer Books of the Company will be closed from Saturday, 8th March, 1930, to Wednesday, 19th March, 1930 both days inclusive.

By order of the Board of Directors,

Shewan, Tomes & Co., General Managers. Hongkong, 20th February, 1930.

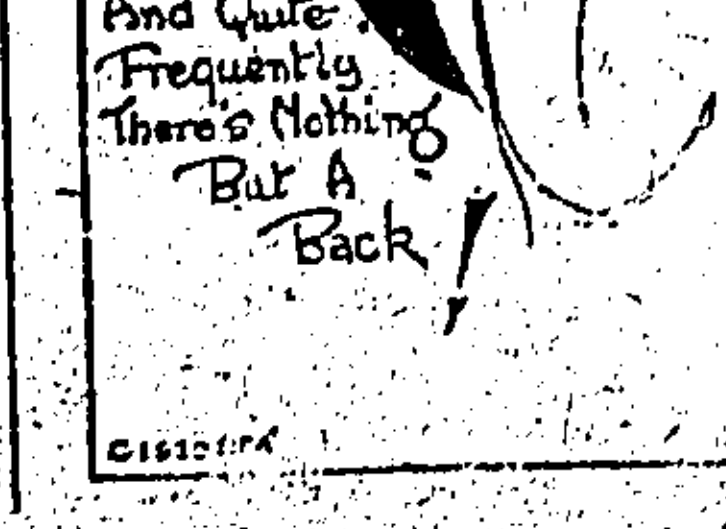
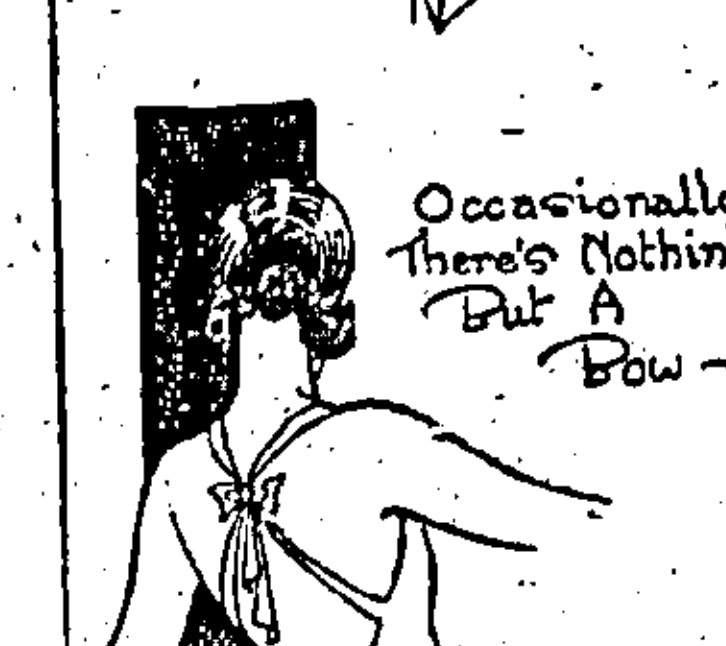
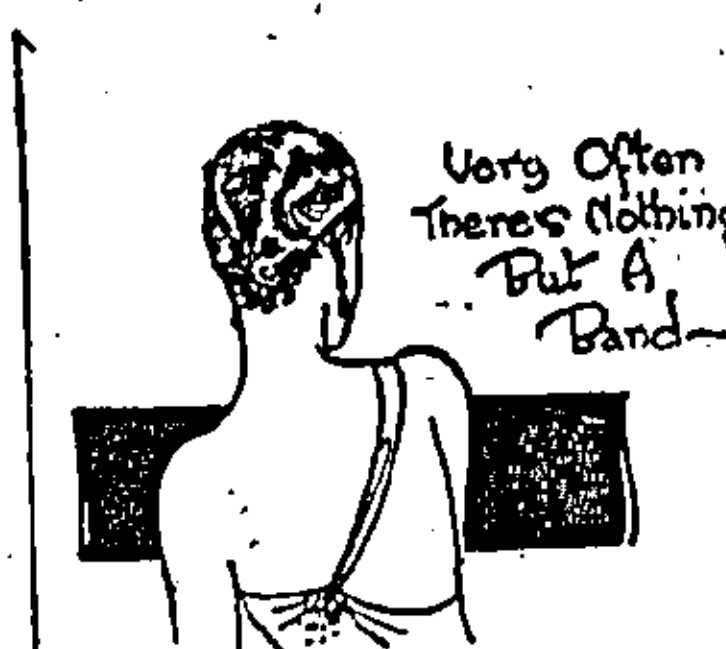
SHANGHAI-JAPAN.

LIKELIHOOD OF REGULAR AIR SERVICE.

Shanghai, Mar. 7. A Dornier-Wahl seaplane belonging to the Japan Air Transport Company arrived at Shanghai this afternoon from Fukuoka, covering the distance of about six hundred miles in 4 hours 51 minutes. It carried no passengers.

It is understood that this flight presages a regular Shanghai-Japan air service, provided the necessary sanction can be obtained.—Reuter.

IT'S OUR BACKS THAT ARE FORWARD!



POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of P. & O. Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this service. It is notified for information that with effect from 26.2.30 the local currency rates for radio telegrams to the countries named below will be increased as shown:

Indo-China	0.65
Siam	0.90
Netherlands East Indies	1.10

INWARD MAILS.

From	Per	Due
Shanghai and Swatow	Szechuen	March 8.
U.S.A. (San Francisco 7th Feb.)	Pres. Fillmore	March 8.
Honolulu, Japan and Shanghai	Kawachi Maru	March 8.
Japan	President Pierce	March 9.
Manila	Tjisaraea	March 9.
Amoy		
U.S.A. (San Francisco 14th Feb.)	Pres. Jackson	March 10.
Honolulu, Japan and Shanghai	St. Albans	March 10.
Australia and Manila		
Europe via Negapatam (letters and Papers London 6th February)	Afrika	March 10.
Canada (Victoria B.C. 15th Feb.)		
U.S.A. Honolulu, Japan and Shanghai	Emp. of Canada	March 10.
	(Ship due 5 p.m. 9th.)	
	Tai Ping	March 11.
Australia and Manila	Porthos	March 11.
Japan and Shanghai	Van Heutar	March 12.
Swatow		
U.S.A. (Seattle 22nd Feb.)	Pres. Taft	March 14.
Japan and Shanghai	Kalyan	March 15.
Manila	Kashima Maru	March 16.
Strait	Pres. Jackson	March 17.
Shanghai	Aeneas	March 18.
Australia and Manila	Aki Maru	March 20.
Japan and Shanghai	Kamo Maru	March 21.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Japan, Honolulu, Canada, U.S.A., Central and South America and *Europe via San Francisco	Taiyo Maru	Sat., Mar. 8, Registration 4.15 p.m. Letters 5 p.m. (Due San Francisco 2nd April)
Shanghai and *Europe via Siberia	Taiyo Maru	Sat., Mar. 8, Registration 5 p.m. Letters 5.45 p.m.
San Shui and Wuchow	Kongso	Sat., Mar. 8, 4 p.m.
Manila	Pres. Fillmore	Sat., Mar. 8, 5 p.m.
Cebu	Taiwan	Sat., Mar. 8, 5 p.m.
Hohow	Daviken	Sun., Mar. 9, 9 a.m.
Hankow via Swatow	Kwangchow	Sun., Mar. 9, 9 a.m.
Straits, East Africa, via Mombasa, Laurence Marques, South Africa and *South American Ports	Kawachi Maru	Mon., Mar. 10, 2.30 p.m. Hydrangea Mon., Mar. 10, 2.30 p.m.
Swatow		
Japan, Honolulu, U.S.A., Canada, C. & S. America and *Europe via San Francisco	Pres. Pierce	Mon., Mar. 10, Registration 4.15 p.m. Letters 5 p.m. (Due San Francisco 2nd April)
Shanghai and *Europe via Siberia	Pres. Pierce	Mon., Mar. 10, Registration 5 p.m. Letters 5.45 p.m.
Amoy via Swatow	Anhui	Mon., Mar. 10, 3.30 p.m.
Manila	Empress of Canada	Mon., Mar. 10, 3.30 p.m.
Swatow and Amoy	Anhui	Mon., Mar. 10, 5 p.m.
Swatow and Foochow	Chip Shing	Mon., Mar. 10, 5 p.m.
Shanghai, Japan and *Europe via Siberia	Yokohama Maru	Tues., Mar. 11, 8.30 a.m.
Java via Batavia	Tjisaraea	Tues., Mar. 11, 10.30 a.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Mar. 11, 1 p.m.
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Porthos	Tues., Mar. 11, K.P.O. Registration 1 p.m. Letters 1 p.m. G.P.O.
		Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 11th April)
Manila	Pres. Jackson	Tues., Mar. 11, 4.30 p.m.
Swatow and Foochow	Chipshing	Tues., Mar. 11, 5 p.m.
Chinhua	Wed., Mar. 12, 9.30 a.m.	
Tai Yuan	Wed., Mar. 12, 9.30 a.m.	
Chengtu	Thurs., Mar. 13, 9.30 a.m.	
Van Heuts Thuis	Thurs., Mar. 13, 9.30 a.m.	
Kwei Yang Thuis	Fri., Mar. 14, 9.30 a.m.	
Huichow	Fri., Mar. 14, 9.30 a.m.	
Sui Sang	Parcels	noon.
Straits and Calcutta	Letters	1 p.m.
Swatow, Amoy and Foochow	Hai Ning	Fri., Mar. 14, 2 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Kalyan	Sat., Mar. 15, K.P.O. Registration 1 p.m. Letters 1 p.m. G.P.O.
		Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 12th April)
Manila	Pres. Taft	Sat., Mar. 15, 4.30 p.m.
Shanghai and *Japan	Kashima Maru	Mon., Mar. 17, 10.30 a.m.
Sandakan	Maasang	Mon., Mar. 17, 1.30 p.m.
Japan, Canada, U.S.A., Central and South America and *Europe via Victoria B. C.	Pres. Jackson	Mon., Mar. 17, Registration 3 p.m. Letters 4.15 p.m. (Due Victoria B. C. 4th April)
Shanghai and *Europe via Siberia	Pres. Jackson	Mon., Mar. 17, Registration 5 p.m. Letters 5.45 p.m.
Manila, Australia and New Zealand via Thursday Island	Tai Ping	Tues., Mar. 18, Registration Mar. 18, 9.45 a.m. Letters 10.30 a.m. (Due Thursday Island Mar. 20.)
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and *Europe via Marseilles	Aeneas	Tues., Mar. 18, Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 20th April)
Swatow	Yat Shing	Tues., Mar. 18, 5 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and *Europe via Vancouver B. C. and *Europe via Siberia	Emp. of Canada	Wed., Mar. 19, Registration Mar. 19, 9.15 a.m. Letters 10 a.m. (Due Vancouver B.C. 4th April)
Japan	Aki Maru	Fri., Mar. 21, 9.30 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Kamo Maru	Sat., Mar. 22, K.P.O. Registration Mar. 21, 4.30 p.m. Letters 5 p.m. G.P.O.
		Registration 8.45 a.m. Letters 9.30 a.m. (Due Marseilles 20th April)

*Superscribed Correspondence only.

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TO WHOM ALL LOCAL
ENQUIRIES SHOULD BE
ADDRESSED.

CINEMA NOTES.

FOOTBALL TEAM IN A
NEW FILM

Ever since the time that a husky football player, stirred emotionally clear down to his No. 12 brogans, uttered the classic, "I'd die for dear old Siwash", college spirit has been immortalized in fiction and drama.

There is found a goodly portion of college atmosphere in the Fox Movietone revue, "Words and Music", which counts among its cast the football squad of the University of Southern California, national champion of 1928.

But "Words and Music" has still another distinction. It introduces to the public a new co-educational institution, Darnell College, founded as the first university of the dance.

You are invited to attend Darnell University. Complete information available at the Queen's Theatre next week. The "big man" of the college, by the way, is Tom Patricola.

"Taming of the Shrew."

Advice to wives: If you want to know how to handle your husbands, see "Taming of the Shrew."

Advice to husbands: If you want to know how to handle your wives, see "Taming of the Shrew." Crumpled to the brim with good—or not so good—matrimonial panaceas is the glorious comedy of William Shakespeare's which is now at the Queen's Theatre. Also, it is the vehicle which brings Mary Pickford and Douglas Fairbanks to the screen for the first time as co-stars.

As the beautiful but temperamental Katherine, Miss Pickford appears before motion picture audiences in an entirely new and striking role. She startled her followers in "Coquette" by a transformation from the "Little Girl" "Golden-curl", type of role to that of a sophisticated grown-up, but as The Shrew she reaches the heights in a decidedly different characterization, establishing herself beyond doubt as the screen's greatest comedienne. Fairbanks, of course, is outstanding in his favourite type of role—that of the swaggering, conceited, lovable Petruchio. With his adaptation, in which not one bit of the glorious Shakespearean dialogue has been sacrificed when in keeping with the fast-moving comedy, Director Sam Taylor has retold the story with the deftness so characteristic of his work with Miss Pickford in the never-to-be-forgotten "Coquette."

Those of the featured supporting cast who assist Miss Pickford and Mr. Fairbanks in "Taming of the Shrew" are Joseph Cawthon, as Cramio, Edwin Maxwell as Baptista, Geoffrey Wardwell as Hortensio, Dorothy Jordan, as Bianca, and Clyde Cook as the comical servant, Grumio.

"Heart of a Foolie Girl."

"The Heart of a Foolie Girl" a First National picture now showing at the Majestic Theatre, Kowloon, starring Billie Dove, is one of those rare pictures that combines gay, colourful atmosphere with a powerful dramatic plot. We have beautiful Billie Dove weeping in some scenes, but that only makes her more appealing than ever. Her charm and acting ability were never so effectively exhibited, and Larry Kent, Lowell Sherman, Mildred Harris, and Clarissa Selwynne have excellent roles, well portrayed.

Scenes of the Follies show, backstage, in the dressing rooms and cafes and apartments take us with the famous chorus girls, and give intimate glimpses of their lives. "The Heart of a Foolie Girl," which was directed by Francis Dillon, is based on Adela Rogers St. John's magazine story of the title. An exceptionally appealing romance that presents many unusual situations is woven into the plot, and the drama, as we have said, hits many high points throughout the story.

"The Heart of a Foolie Girl" we believe, is a picture that everyone will enjoy to the fullest extent.

WOMAN'S WORLD
FOR OUR LADY READERS.

Be Firm.

DON'T COAX YOUR
CHILDREN.

"I wish you would go and bring my work-basket, Nora," says the mother, and as the child does not go she says, "Haven't you gone yet? Oh, do go, there's a dear." Nora goes on playing, so mother says, "If you go I'll give you a big chocolate." Nora still takes no notice, so she is offered further inducement.

Why should a child be coaxed to do little things for her mother? If children are coaxed one day they will expect it always and not listen to what they are told the first time.

May I, as one who has successfully taught "the young idea how to shoot," suggest that children lose respect for their parents if coaxing is used?

Unquestioning Manner and Tone.

There is much in the manner in which children are told to do things, even in the tone of voice. It should be firm, unquestioning, and a note in it of expecting them to do what is right, of never expecting them to do the contrary—not the "you-will-be-good-won't-you" style.

It is wise, perhaps, after requesting something to be done to let the child think a moment, and not keep on repeating it, or the child feels you expect him to refuse.

Why She Liked Her Governess. Children are imitative, and if parents have a firm purpose in their own words and acts, this will help. A child of eight once said, "I like my governess, she is not sloppy."

If there is the right atmosphere in the home, children will want to do things for those they love without rewards. There are occasions when prompt obedience and not coaxing is necessary, when there is danger to life in these days of crowded roads, or in bathing at the seaside; and if the habit is not formed the promptness will not be there when required.

Coaxing weakens the child's will and is very irritating to all in the home, and it leads to "wheeling" on the child's part.

New Spring Jumper.



A novelty of the moment is the blouse-frock of natural Tussore, the skirt of which fastens by means of lacings up the side. The lacings here are in periwinkle blue ribbon-velvet, and the collar is in natural and blue spotted foulard.

A Dainty Short Evening Coat.



One of the newest evening ensembles looks like a novel jacket suit, for the coat is only hip-length and is cut absolutely on jacket lines. It has a long roll collar which crosses over in a most severe style; it fits at the waist just like any other tailored coat, and it has cuffs to the sleeves. The frock of one such suit was made of silvery grey mouseline. The long princess bodice was entirely tucked, the tucks being about two inches wide, while the skirt fell in four points and was obviously made from one piece of very wide material beautifully fitted on to the bodice at the hips. The jacket was of thick silver lame, lined with silver-grey quilted satin, and it had a long roll collar and straight elbow-deep cuffs of quilted grey velvet. This was very new.

Your Children.

[By Olive Roberts Barton.]

"Why do my children quarrel? How can I stop them?" wrote a mother recently.

Sometimes I wonder just what it is we want children to be. "Good" children, of course, but what do we mean by that?

We want them to be polite and kind and affectionate and obedient and contented. Very well. But are we taking into consideration that with all these perfections they may at the same time be mousy, smug, spineless little creatures without particular interest if they had no assertive qualities whatever?

The truth is that we are too apt to think that the assertive qualities in a child's character are bad things and shouldn't be there at all. And most quarrelling is merely assertiveness.

The "Good" and "Bad".

I can't understand why it is that we have fallen into the error of kicking the pleasant, unassertive child as "good" and the spirited, aggressive—often combative child—as "bad."

When we want to get at things the best way is to take them to pieces. If we do this bit of dissecting to human nature we're going to find two things absolutely outstanding in our makeup. We are defensive and we are aggressive. That's as natural as day and night. We have had to be so from time immemorial.

We recognize our right to defence. We never blink when some-

one says that self preservation is the first law of nature.

But when that other law comes into play, namely our right to assert ourselves, our neighbours begin to wag their heads dubiously.

After all children have a right to assert themselves, as much right to assertiveness as they have to defence. That is why I don't think parents need to worry if they have "scrappy" children.

Not Pugnacity, Though.

They'll grow out of it, or rather they will learn to control it. We don't want the world to be full of pugnacious people always seeking a quarrel—always carrying a chip to be knocked off, a crow to pick—dear knows we have too many of them now, but children who are determined to have their own way have no right to be called "bad." It would be nearer the truth to call them "natural." Man has always had to be aggressive to exist. We cannot quash it in a generation or two.

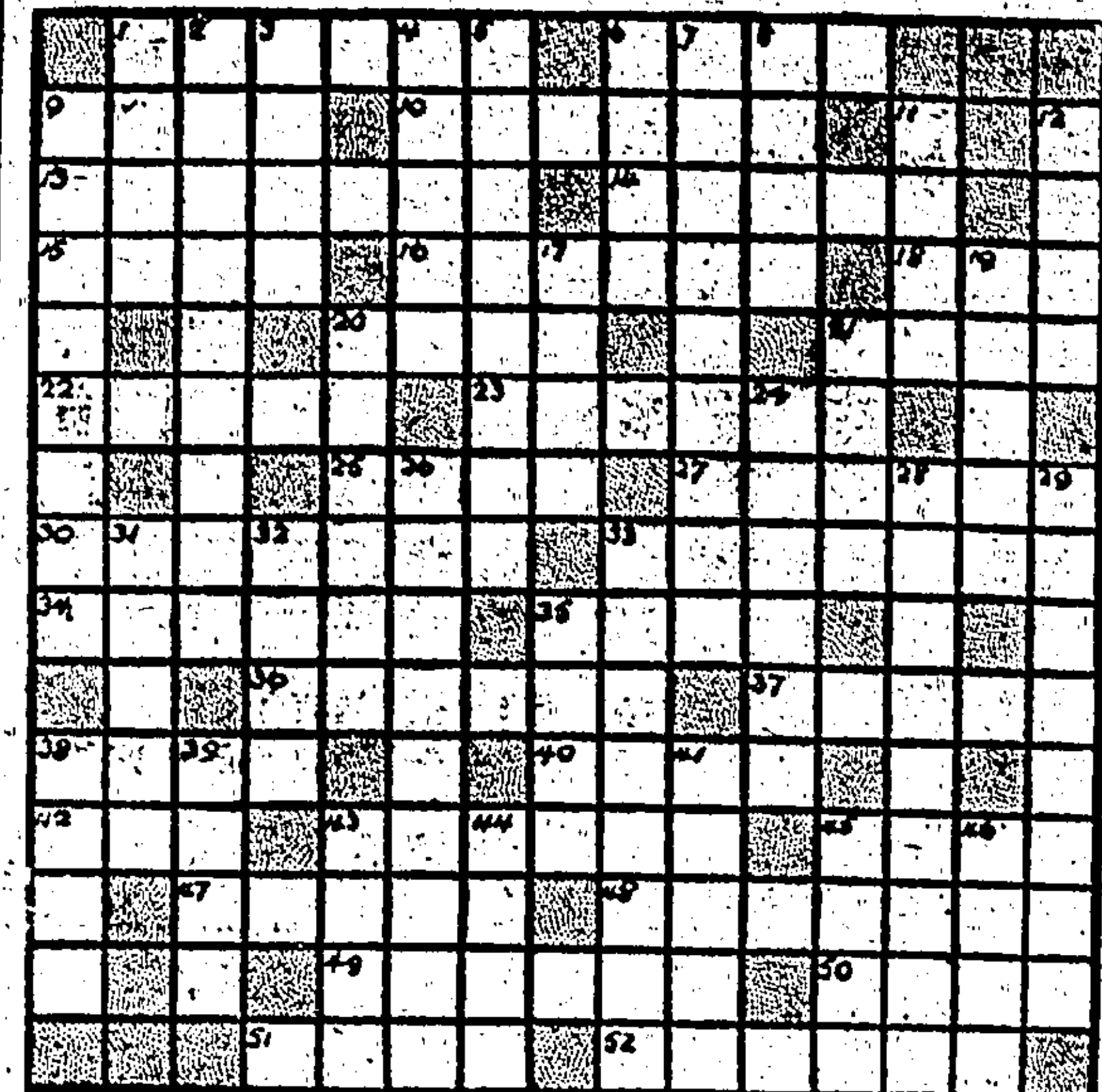
Do we want to quash it altogether? Isn't it rather a virtuous thing in any walk of life to "be sure you're right and then go straight-ahead."

All the people can't agree with all of us all the time. But I think it's a good thing to have an opinion and until shown that we are wrong to stick to it.

I think we're too hard on the boy who won't give in to other people. We shouldn't expect it always. Why should we expect children to sacrifice ideas when we wouldn't do it ourselves?

That is why so many children quarrel—using their right to their own ideas. Give them time and they'll know better.

OUR BRITISH CROSSWORDS.



Across

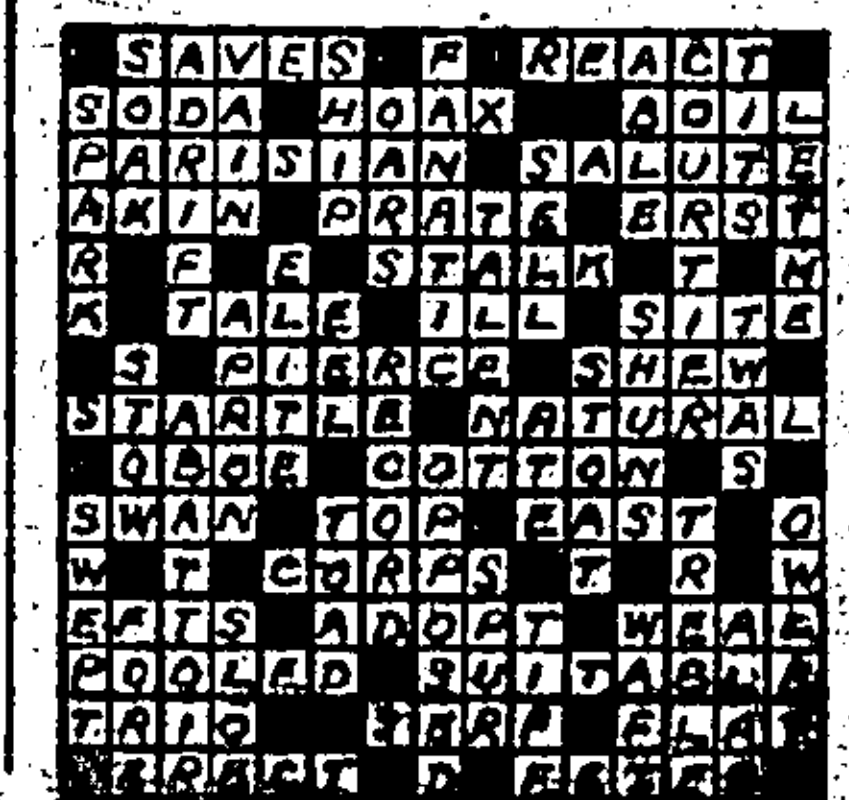
- 1 Boards (Mining).
- 6 Kind of broth.
- 9 Trick.
- 10 Lubricators.
- 13 Wearing away.
- 14 Well skilled.
- 15 Small pointed weapon.
- 16 One who posess.
- 18 Expression of surprise.
- 20 Cape.
- 21 Ages.
- 22 Glass.
- 23 Having a tail.
- 25 Imitator.
- 27 Dialects.
- 30 Voter.
- 33 Unbiased.
- 34 Contradicts.
- 35 Flat circular object.
- 36 Tripod.
- 37 Suppress.
- 38 Island.
- 40 Curves.
- 42 Ocean.
- 43 Upright stonework.
- 45 Yorkshire river.
- 47 Bondman.
- 48 Glass.
- 49 Slanted.
- 50 Cereal.
- 51 Not so many.
- 52 Divides.

Down

- 1 Air.
- 2 Athletes.
- 3 Trial.
- 4 Not tight.
- 5 Menacing.
- 6 Resting place.
- 7 Soldiers employed as messengers.

- 8 Utilizer.
- 9 Subtracted.
- 11 Heavenly body.
- 12 Afternoon meals.
- 17 Ex-emperor.
- 19 Indoor game.
- 20 More tidy.
- 21 Revise for publication.
- 24 Extracts.
- 26 Opposed to negatives.
- 28 Circular.
- 29 Benms.
- 31 Grant by permission.
- 32 Quote.
- 33 Salts of nitric acid.
- 35 Distribute.
- 38 Egyptian deity.
- 39 In the rear.
- 41 Raw.
- 43 Wan.
- 44 Meadows.
- 45 Hautboy.
- 46 Fixes.

Yesterday's Solution.



S.P.C.A. DANCE.

AT PENINSULA HOTEL
LAST NIGHT.

Great success attended the fancy dress ball, held at the Peninsula Hotel roof garden last night, in aid of the funds of the local Society for the Prevention of Cruelty to Animals.

The scene was a brilliant one, nearly three hundred revellers, the majority of whom were attired in gay and handsome costumes, dancing and making merry up to the early hours of the morning. The Management of the Peninsula Hotel was responsible for the special decorations of the room.

The function took the form of a dinner and supper, and it was especially gratifying to note that nearly 150 dancers booked tables. Subsequent to dinner the company was very nearly doubled in numbers, when there was a fancy dress parade. Novelties of all description were given out to the revellers, who danced to music by the Hotel band.

The parade was a brilliant affair, and was greatly enjoyed by the whole company. Such a high standard of excellence was set by the costume wearers, that the judges' task was no light one, and highest credit is due to them for the successful way they carried out this duty. The adjudicators were Miss Ho Kwong and Sir Shouson Chow (Chinese costumes) and Mrs. R. M. Dyer.

and Mr. W. B. Finnigan (others). The handsome prizes were very generously donated by Lady Pollock.

Naturally, the success of such a function depended largely on the organisation. The President of the Society, Mr. W. B. Finnigan, played no small part in this direction, and he received the whole-hearted support of the Hon. Secretary (Mr. J. D. A. Hutchinson) and of Mr. D. Black (Hon. Treasurer). Others who also worked most assiduously were Lady Pollock, Sir Shouson Chow, Mrs. R. M. Dyer, Miss Ho Kwong and Mr. D. H. Blake.

It is of interest to note that the Society has in view the establishment of an Endowment Fund, and it is the intention to denote the proceeds of last night's function, to help form a nucleus of this scheme.

The following were the prize-winners:

Ladies.—First prize, Miss Marshall (Egyptian); second prize, Miss Kwok (Page).
Gentlemen.—First prize, Mr. Roper (Pirate); second prize, Mr. Stock (Sailor).

MAWSON EXPEDITION.

Canberra, Mar. 7.

The Mawson expedition left Kerguelen on March 2 for Australia, as the Antarctic summer closes at the end of March, therefore a second visit to the Antarctic coast is impossible. Reuter.

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Sole Distributors
HONG KONG & S. CHINA.

The
Hongkong Telegraph

SATURDAY MARCH 8, 1930.

THE DOLLAR AND PIECEGOODS.

Whilst it has long been obvious that British exports to China must suffer as a result of the decline in silver, we doubt whether the average individual realises the extent to which the Bradford woollen trade has suffered here in the South from the fall in the sterling value of the Hongkong dollar. A few facts and figures which we have been able to secure show that the most disastrous effects have occurred, and this, be it noted, at a time when manufacturers, financiers and the Government at Home are making every possible endeavour to stimulate British exports. The outlook, indeed, has never been blacker, and at the moment there seems no prospect of any ray of hope to illumine the future.

According to those in a position to know, the mean average of Bradford and Continental woollens imported into Hongkong for the past ten years has been something slightly short of 9,000 packages, whereas, in spite of greatly reduced manufacturers' prices, the purchases during the present season have been only about 2,500 packages at the most. How far prices have fallen may be gathered when we state that they are down some 25 per cent, in the case of goods where the labour element enters largely into manufacture, whilst where that factor is not so marked, the decline has been as much as 35 per cent. It is pertinent to remark, also, that during this season the tendency has been for Chinese buyers to purchase the lowest of low cloths, which is not the general principle followed, because under normal conditions the Chinese prefer a good quality fabric. Another aspect of the question which is liable to be lost sight of is the effect of the low dollar on the knitting factories in Kowloon and the New Territories. We understand, in this connexion, that considerable perturbation is felt amongst the companies operating these factories, because of a fear that the consuming public in China will not be able to pay the increased prices for knitted articles necessitated by the fall in the dollar, since prices of the yarn used in manufacture have been reduced but very little, during recent months. To revert to the trade in woollens, for the 1928-29 season Hongkong bought considerably be-

low the mean of ten years, namely, about 6,000 or 6,500 packages, but, although no actual records are kept, it is thought that the exports of woollens for the year ended February have been about 10,000 packages. It would thus appear as if the exports included cargo imported some years ago, and might even include part of the cargo held up by the boycott of 1925. If this is so, whilst it relieves importers of dead stock, it only goes to emphasise the caution which dealers have been forced to exercise, when it is borne in mind that only a quarter of this quantity has been purchased up to date as replacements.

For cottons, the buying season has not come on yet, but whilst the cargo purchased last year for spring wear has been quite good and deliveries to date all that could be expected, the question arises whether some of this purchasing is not mere speculation on the part of dealers from the outports. These people must know that replacement costs will most likely be considerably more in the future, and they are therefore probably prepared to take a gamble. Everything indicates, we are assured, that when the question of replacements of cotton cargo comes up for consideration, the reduction in sterling prices will be considerably less than has been the case in respect of woollen cloths, and as exchange has fallen since the bulk of the woollen purchases were made, the tendency will be to make cotton fabrics dearer than ever; indeed, many are wondering whether any will be bought at all. It will thus be seen that the outlook for Lancashire is none too encouraging, although if the Legislative Assembly in India should decide to impose an extra tariff against non-British-made goods, this may offset to some extent the poor prospects in China.

Sir Cecil Clementi and the
Kuomintang.

Commander Kenworthy's sudden concern for the susceptibilities of the Chinese, his implied criticism of Sir Cecil Clementi's action in confirming the ban against the political activities of the Kuomintang in Malaya, would command greater respect if the Hon. Member for Central Hull had a claim to consistency. Ranged alongside the fire of questions with which he riddled the Government of the day when British troops were being withdrawn from China, his standpoint appears rather incongruous. The fact that his question on Wednesday misrepresented the position, suggesting as it did a change of policy, is unimportant except in that it shows clearly his lack of acquaintance with the subject. Had Commander Kenworthy known anything at all of Sir Cecil Clementi, of his character and sympathies, no doubt he would have stepped more warily. Reading between the lines of the official statement issued from Government House, Singapore, following the interview with the leaders of the Kuomintang in Malaya, it emerges that Sir Cecil's well known friendship for the Chinese precipitated a declaration of the line of his policy. The appointment of Hongkong's Governor as Governor and High Commissioner in Malaya was considered a matter for great rejoicing among Straits Chinese. They thought that recognition of the Kuomintang could be had for the asking, or, at the very least, that they could pursue their activities openly without fear of official interference. It was incumbent upon the new Governor to remove this idea from their minds quickly and finally, and he acted characteristically in inviting the leaders to meet him to be told. Sir Cecil Clementi knows the weaknesses of the Chinese just as he knows and appreciates their good qualities. It may be perfectly true that Britain is on terms of friendship with the Nanking Government, but that does not prevent the circulation by the Kuomintang even to-day of virulent anti-British propaganda. We are helpless to prevent the campaign in China, but there is no reason why we should suffer in silence in a British Colony. Sir Cecil's prestige in Hongkong has certainly not suffered.

DAY BY DAY.

FIRE AND SWORD ARE BUT SLOW ENGINES OF DESTRUCTION IN COMPARISON WITH THE BABELER.—Steele.

Mr. Julius Ring has been appointed to act as Assistant Assessor.

The name of Mr. W. C. Felsho has been added to the list of authorised architects.

His Excellency the Officer Administering the Government has appointed Mr. C. G. S. Mackie, to be a Member of the Harbour Board, vice Mr. M. T. Johnson.

The Government has accepted the following tender:—The Hongkong Excavation, Pile Driving & Construction Co., Ltd., \$33,395.30 for construction of ferry pier near Wilmer Street.

Lieutenant-Colonel Charles Duncan Myles, O.B.E., R.A.M.C., has been appointed a member of the Sanitary Board for a term of three years, vice Major Douglas Gordon Cheyne, O.B.E., R.A.M.C.

His Excellency the Officer Administering the Government has accepted the resignation by Lieutenant H.C. Macnamara of his Commission in the Hongkong Volunteer Defence Corps.

It is notified that information has been received from the Secretary of State for the Colonies that the Government of the Republic of Honduras have denounced the Commercial Treaty between the United Kingdom and Honduras which was signed on the 5th of May, 1910, and the Treaty will consequently lapse on the 16th December, 1930.

The projected construction of a five-story concrete hotel on the vacant lot on Calle Echague between the American Hardware and the present New Washington Hotel at Manila is revealed in plans submitted to the office of the city engineer for approval. The new building will cost approximately Pesos 500,000.

Mrs. Mary Anne Allen Yates, widow, who died on June 10, last year, at No. 28, Braham Gardens, Earl's Court, London, left net personalty of \$24,095 2s 6d., and Hongkong estate to the value of \$2,000. Re-sealing of certified copy of probate for the local estate has been granted to Mr. M. H. Turner, of Messrs. Deacons, who is attorney for the executor.

In order that a complete list may be maintained for record purposes, will those ladies and gentlemen resident in Hongkong, other than those now serving in His Majesty's Forces, who have had any decoration conferred upon them by His Majesty the King, please inform the Chief Clerk, Colonial Secretariat—if this has not already been done—within 14 days?

EXCHANGE RATES.

	London, Mar. 7.
Paris	124.22
Brussels	34.39
Milan	92.82
Berlin	20.375
Copenhagen	18.165
Vienna	34.505
Helsingfors	193.4
Lisbon	106.50
Bucharest	22.3/16
Buenos Aires	1/10 1/4
Shanghai	2/0 5/16
Yokohama	4.86 1/4
New York	25.135
Geneva	12.12 1/2
Amsterdam	12.12
Stockholm	18.12
Oslo	16.47
Prague	16.47
Athens	40.15
Madrid	37.5
Bombay	1/5 27/32
Hongkong	1/5 1/4
Silver (spot)	19.1/16
Silver (forward)	18.18/16

—British Wireless.

CORRESPONDENCE.

Local Radio.

[To The Editor of Hongkong
Telegraph.]

Sir,—The wireless lecture last night at the Engineers' Institute ably covered just the right ground to inspire a revival of the old Radio Society. I was pleased to hear the lecturer suggest this possibility and am sure there will be no lack of support now that we have ZBW going so well.

I am curious, however, to know if the old hands would consider the idea of the Society being thrown open to all enthusiasts. I have several Chinese friends who would be pleased to join up and there is no doubt that it would be to the advantage of all licence holders to have an enterprising, fully representative Association behind the Colony's future radio development.

—Yours, etc.,

ENTHUSIAST.

The Return of Eunice.

By Elinor Slim.

CHAPTER V: PERCY'S PYJAMAS.

Eunice felt a bit overwhelmed. There seemed to be so much all at once, but she resolved to get all this information sorted out later, and concentrated on the important points. "Is he married?" she asked. "Oh, yes, definitely; I mean, absolutely."

"I see. And what is she like?"

"Oh, she's quite all right really you know, but inclined to be mish. Heart of gold and all that, but a bit difficult to live with if you know what I mean. Her old man is in a mission somewhere up country among the aborigines. One of these Seventh Day Adventurers. Sports a long white beard and used to wear a queue. So M'Clusky's got to toe the line when he's about. The old bloke doesn't say much, you know, but starts a nasty hacking cough as soon as anyone lights up a cigarette. Got lots of bedtime stories about young men who've gone wrong through demon drink." Kuttie was silent for a moment, and then continued thoughtfully: "Yet there's something about him I like. He's a good influence. Useful man to have about the place sometimes. I personally think it would be a good thing if all those young fellows just out from Home had someone to look after them. In fact, if I had my way, every bachelor's mess in China would have to take in a white-haired missionary for one month a year. That would learn 'em. The missionaries would learn a lot too. Only the other day...."

"Yes dear," said Eunice who had heard enough about M'Clusky's father-in-law, "I'm sure you are right. Tell me all about the house. You haven't told me anything about it yet. Is it like our house on the Peak?"

"It's fine, my dear, fine. But here we are, and here's jolly old Bonzo to meet us." "You mean Mr. Biggs, dear," she corrected.

They left their baggage to the crew of the launch to deal with, and after the introduction to Mr. Biggs was completed, walked up to the O.P.C. mess for tiffin.

Biggs turned out to be a tall, thin young man with blue eyes and dark hair, a combination Eunice had always liked. He seemed at first rather quiet and shy, and she thought she would get on well with him.

He was a bachelor and lived with another man in the O.P.C. who was at the moment travelling in the interior.

After cocktails had been served, Kuttie opened the conversation with, "Well, what's the news, old boy?"

"Nothing much has happened since you left, old man. I suppose you heard about Percy having his pyjamas pinched?" Eunice sat straight up and made it clear that she intended to listen. She knew the importance of first impressions, and did not want Mr. Biggs to think that she was the sort of woman one could tell risky stories to on first acquaintance.

"Who is Percy?" said she to her husband, coldly.

"Percy's one of God's own. He's all right," said Kuttie. "He's one of the few remaining genuine old China hands," said Biggs. "Been in the port for years and years. I think he must have been here since the port was opened to trade in eighteen hundred and something."

"I see," said Eunice with a polite smile. "He must be an old man. Is he married?"

"Yes, rather. This is his fifth wife."

"Well don't let me interrupt you," said Eunice. Biggs' manner was reassuring and she felt that there was nothing in the story that a young married woman should not hear and she was curious to hear it.

"I'm afraid it's rather a long story and a bit complicated if you don't know any of the people to start with," Biggs said apologetically, "so you'd better have the other half. It's a very weak one."

"Thank you," murmured Eunice, "just the teeniest drop," and she turned to catch her husband's eye as Biggs filled Kuttie's glass to the brim. "Please tell me. I shan't be shocked, and it will be so interesting to meet all these people afterwards."

"It was like this," began Biggs. "The night your husband left here for Hongkong, there was a big scare. The Reds or the Communists or whatever they are called got to within five miles of the town. Thousands of them. Most of the Chinese officials bolted, the local Navy put out to sea as usual until the coast was clear, and martial law was declared in the town. All the shops were shut and some of the streets were barricaded."

That night the Spanish Consul had arranged a big dinner party, and instead of putting it off, he asked people to bring their sleeping bags and stay the night at his house. It happened that Percy and his wife were spending the week-end with M'Clusky who lives next door and were enjoying a quiet evening with some of Mrs. M'Clusky's Adventurer friends. They had just finished a cup of tea and were having a spot of prayer before going to bed when they heard a terrific row coming from the Consul's house.

It sounded as if the Reds had gate-crashed into the dinner party and were slaughtering the merry throng. M'Clusky seized his six-shooter, and Percy grabbed a riding whip, ready to dash into the fray, when a chit came from Mrs. Scheldthauer asking if Percy could come in at once and quieten Mrs. Frascati.

"Who is Mrs. Scheldthauer? I haven't heard of her before," said Eunice.

"She is the Spanish Consul's wife," said Biggs. "I told you it was rather complicated."

"Scheldthauer doesn't sound like a Spanish name. Is he Spanish?"

"Oh, no. He's a Scandinavian of some kind."

"That's funny. Why don't they have a Spaniard as Spanish Consul?"

"I think they would if they could. But there aren't any Spaniards in the port. All the Spanish subjects are Chinese. Scheldthauer is what they call a merchant Consul. He's a shipping man really, but he does a little Consul Pidgeon on the side, and collects the fees. It all helps in these hard times."

"I see, so he's not really a Consul. But what about Percy's pyjamas? Where do they come in?"

"Where do they come off?" you should say," interjected Kuttie with a laugh.

"Eunice gave him a warning look and he subsided. She did not mean him to take charge of the conversation. After four cocktails—she had counted three, and guessed that he had managed to dispose of a fourth while she had been listening to Biggs—she knew he was not to be trusted to discuss a subject like pyjamas without unseasonable levity."

"Please do go on," she said, smiling sweetly at Mr. Biggs. "I suppose Mrs. Frascati was one of the guests. How cosmopolitan you are in Chaomey. Is she Italian? I suppose she is. I shall love to talk about her wonderful country with her."

"No, she's not exactly Italian, though her husband is. She comes from Manila. One of the old aristocracy there. Very good looking woman, but highly strung; temperamental you know. She and her husband were guests at the dinner party."

"Well, M'Clusky still thought he ought to go and see what he could do, but his wife wouldn't allow him to. She did not mind him facing the Reds, she said, but she was not going to have him mixed up with that woman. He had better keep out of it. So poor old Percy went out alone."

(To be continued next Saturday).

WHO WAS....

MEGDODS?

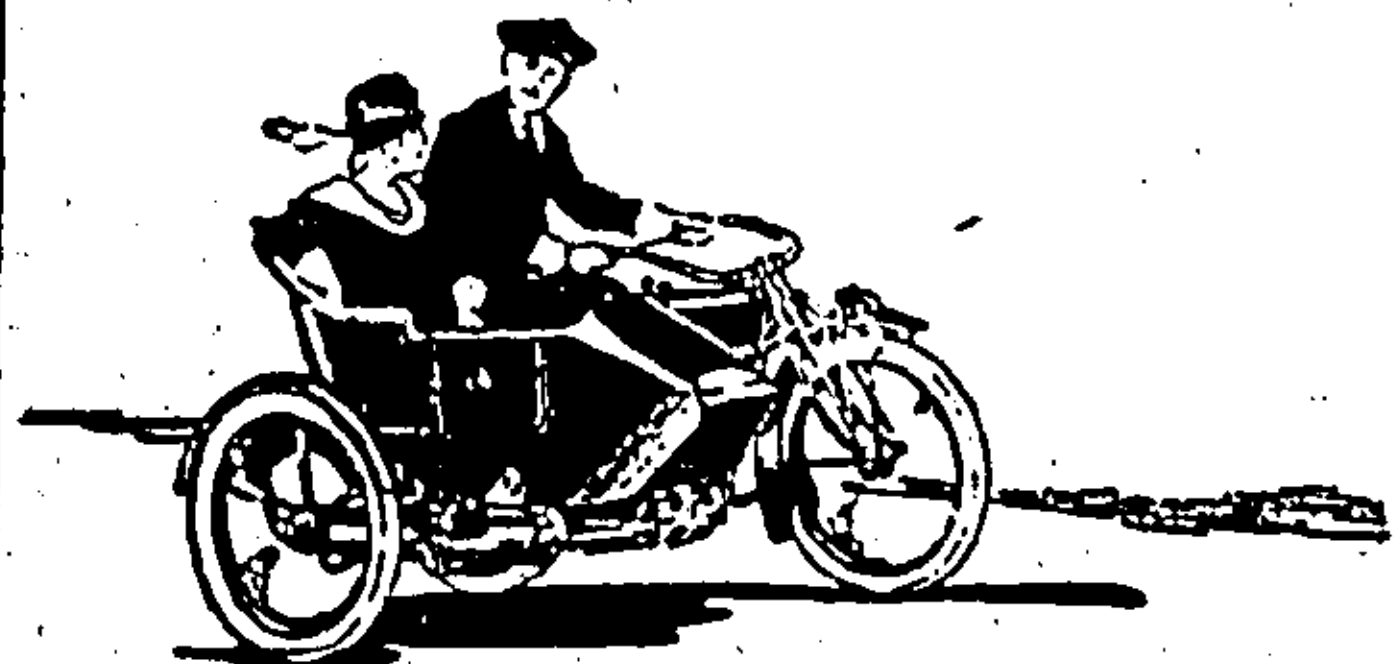
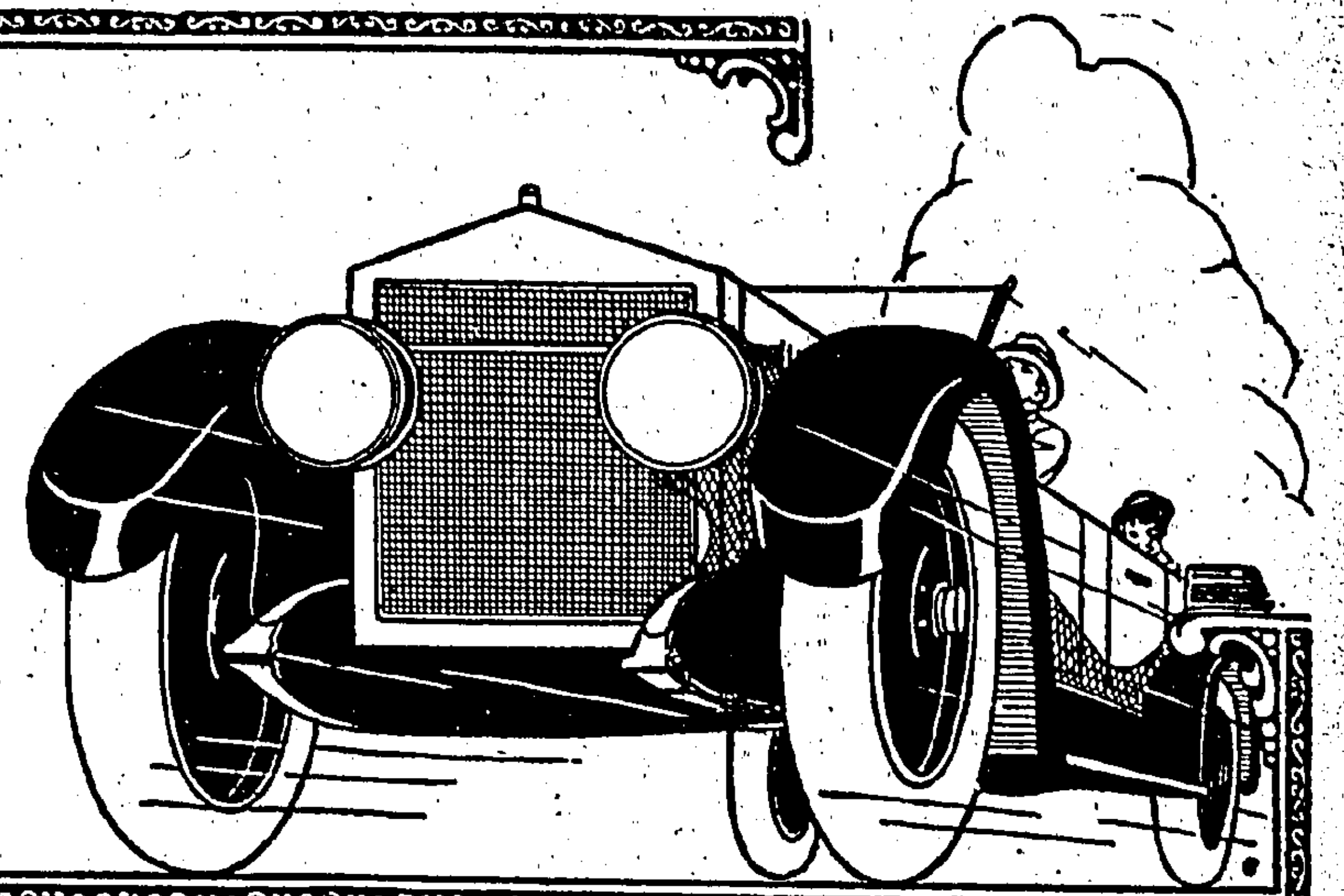
No better fare could be obtained in all St. Ronan's Town than that provided at the Cleikum Inn. Meg Dodds was a wonderful cook, and her cellar was stocked with the best. Yet many a traveller betook himself to a rival establishment, for Meg was known as a formidable woman, who would have her own way in her own house.

She domineered over her customers, and those who resented her patronizing ways were abruptly blidden to go elsewhere. Old friends might staunchly declare that her bark was worse than her bite, but newcomers were apt to demand "what teeth could have matched a tongue which, when in full career, is vouchered to have been heard from the Kirk to the Castle of St. Ronan's?"

As Meg's temper sharpened with the years, so did the landlord of the rival hostelry wax more prosperous on the custom which she scared away, yet for those who could contrive to turn a blind eye, or more accurately a deaf ear, to her defects, the Cleikum Inn remained the "finest and most comfortable old-fashioned house in Scotland."

This character occurs in one of Scott's least read works, "St. Ronan's Well."

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 8th MARCH, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.

HONGKONG MOTOR ACCESSORY COMPANY

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CURRENT COMMENT

Rev. Upsdell's Return.

The Rev. G. E. S. Upsdell, who, since his residence in Hongkong has taken such a great interest in local motoring, and the H.K.A.A., for which organisation he succeeded Mr. P. M. Hodgson, as Honorary Secretary, returned from Home leave recently. Whilst in England, Mr. Upsdell was elected a Companion of the Institute of Electrical Engineers having been an Associate for some time. Pedestrians Superior!

In an action to recover damages for the death of a pedestrian who was killed by a car, the Supreme Court of Pennsylvania (U.S.A.), recently held the opinion that "if there is any superior right to use the highway, it is with the pedestrian." In this case the pedestrian was run down and killed by defendant's car, while he was about 10 feet out on the road way on a particularly dangerous crossing at an intersection in Philadelphia.

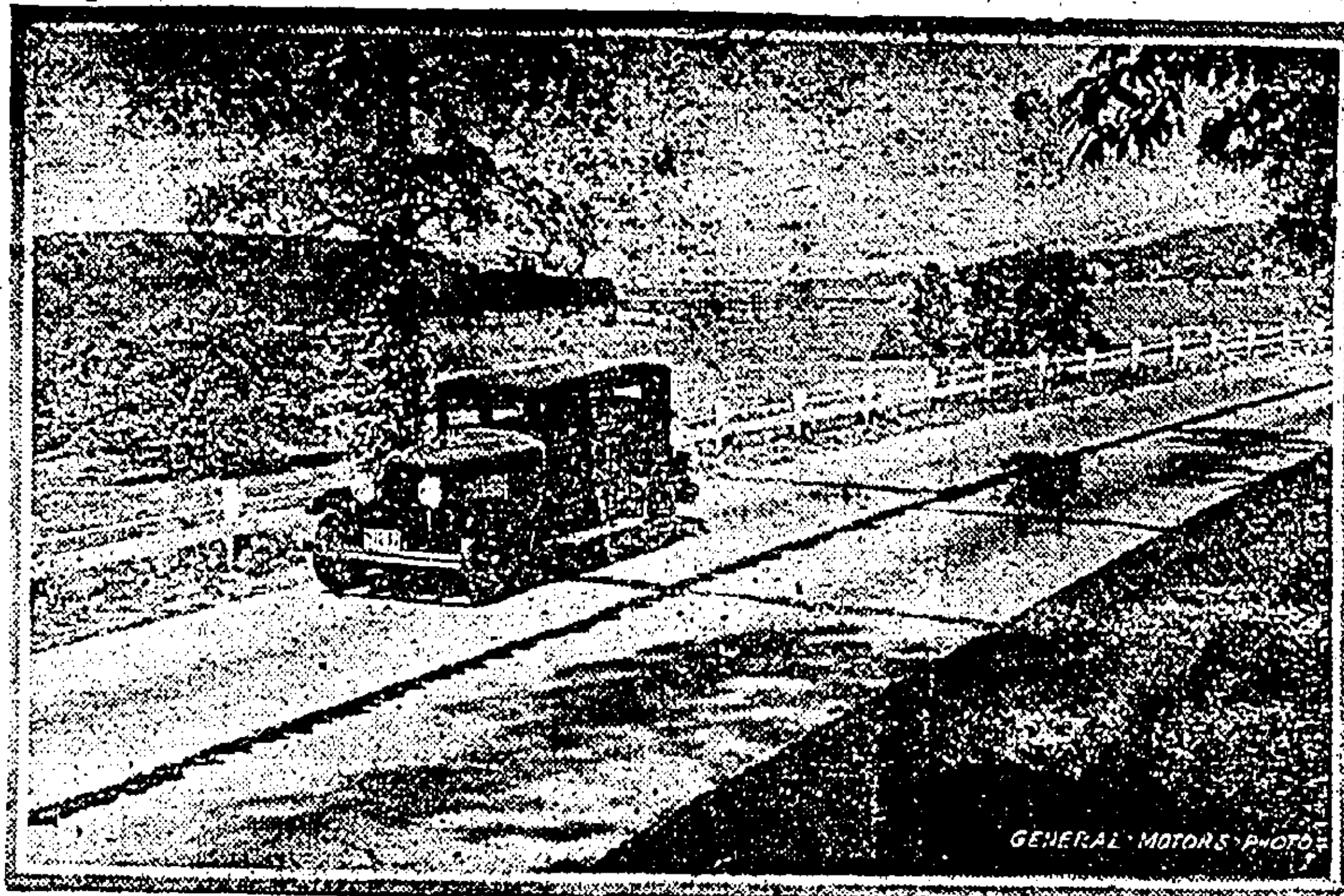
The traffic signals were set for the pedestrian to proceed, and the evidence proved that he was in plain view of the motorist when the collision occurred. The court found for the plaintiff, and said that while the deceased was bound to use due care for his own safety, his rights were equal, if not superior, to the rights of the driver.

British Trade Grows.

For every motor car produced in 1929, British factories produce 18 to-day at prices which, on an average, are 50 per cent. below the pre-war level. These and other striking facts are set out in a booklet entitled "Pride of Achievement," which has been produced by the Society of Motor Manufacturers and Traders (British Manufacturers' Section). It announces the start of an extensive campaign to regain the overseas markets that were lost as a result of the war, and tells the history of the remarkable progress made by the British motor industry at home during the last 30 years in face of many difficulties and fierce competition.

Marine Motoring.
Just as in the motor car industry the advent of the small light car has brought the usefulness and happiness of road travel to the humblest members of the public so the Motor Boat industry is at that stage when the really practical and cheap small Motor Cruiser is a *fait accompli* and the sea lover with the most ordinary means is now able to cry quits with his brother of the road. The problem to design a boat with reasonable living accommodation in, what must necessarily be an exceptionally restricted space, at a price which is well within the capacity of the average man's pocket, is if anything a stiffer proposition than that which faced the light car makers. That it has been achieved is indeed satisfactory, the more so as it is due to a British Firm, Complete Motor Boats, Ltd., who are associated with the Ailsa Craig Motor Co., Ltd., of Chiswick, well known as one of the oldest Marine Motor Manufacturing firms in existence. The new popular cruiser is 22 ft. long with a beam of 6 ft. 11 in. and a draft of 2 ft. 1 in. It has a raised deck forward in the most approved style under which is the cabin, with two bunks and right forward a compartment which can be made the lavatory or a store-room. The cabin permits of comfortable seating head-room. A good sized cockpit, which by the way would accommodate a camp cot, is aft and in it the engine is installed. This is an Ailsa Craig "Silent Seven" 7-12 h.p. 4-cylinder unit which is under a case. With this engine a speed of 8 knots is obtained which is certainly the best all round speed for cruising. The finish is excellent and the boat in every way meets the demand for an inexpensive yet seaworthy little craft for the owner of moderate means.

A FINE STRETCH OF CONCRETE ROADWAY IN AMERICA.



The above picture shows a fine stretch of concrete roadway near Northport Harbour, Long Island, New York, U.S.A.

FIND CAUSES.

Accident Prevention.

ANALYSIS WOULD HELP.

Though the increase in casualties in 1929 due to motor accidents may be blamed, vaguely to the greater number of vehicles on the roads and the same average of carelessness, there may be other factors not revealed.

A greater degree of driving skill, and more care by motor vehicle operators and pedestrians may reduce the number of accidents; but the overlooked factors may be outside the immediate control of both drivers or victims.

An analysis of all accidents, in which location, time and contributing causes of every accident were collated may yield information which could be used to prevent other smashes. There may be road conditions, dangerous corners, wrongly cambered curves, blind spots or badly-lighted localities which are as much to blame as the apparently careless operators or pedestrians.

Information is Available.

This information all is in police records, but it is not being used to prevent other deaths nor to remove road perils which may exist. There may be a necessity for a more strict examination of vehicles on the road; for new regulations to cover dangerous practices which have arisen, or for enforced action by councils to correct danger spots. There may be many possibilities for reducing the number of smashes during 1930, if the information is used.

Mention of the increase in motor vehicles and official hand-wringing at carelessness is not very useful comment on a record of the year's accidents.

PLAN SUB SYSTEM.

Traffic congestion in Paris has caused action to be taken in legislative circles for the adoption of five great underground garages the most congested points in the city. The question of underground roads is also being considered.

MOTOR CORPS.

A motor volunteer corps, composed of car and motor cycle owners, has been formed in Vienna, with the object of placing themselves and their vehicles at the service of the Austrian military authorities in times of emergency.

500 M.P.H.?

The Airplane of the Future.

PROFESSOR'S FORE- CAST.

Los Angeles, Jan. 23.—The next decade will see racing airplanes cruising at a normal speed of 500 miles an hour, according to Prof. B. M. Woods of the University of California.

Commercial passenger and freight-carrying planes, which cruise at 135 miles an hour, will develop an average running speed of 250 miles an hour in the next 10 years; transcontinental hops will be made in 15 hours; cabins and compartments will be located in the wings; planes will land and ascend almost vertically, are some of the other interesting predictions he sets forth for the next 10 years of aviation.

Commenting on the cabins and compartments within the wings of planes, Professor Woods says:

"Cabins for passengers, the holds for freight and gasoline containers in the large planes of the future, will all be located in the wings which offer the least resistance of any part of the plane. This will necessitate the use of stabilizers as now used on the German Dornier X."

Unlike imaginative writers, Dr. Woods believes that while these planes will be large, there is a limit to the size because the weight increases faster than the possible lifting force of the wing spread.

Of the "auto-gyro" planes, he says:

"The 'apartment-house' or commuters' plane, which can land almost vertically and at a slow rate of speed, has been developed to a marvelous point as far as the landing is concerned. You'll be able to land all right but when you want to go up again the plane will have to be moved somehow to an airport at least four-fifths as large as the usual one. The auto-gyros still require 80 per cent. as much space for a take-off as other types of planes."



Madge: Would you still love Harry if he didn't have a car?
Mildred: Oh, yes, if he promised to get one right away.

Ray: So you are to be operated on, eh?
Jay: Yes, Doc said he wants to take out my appendix, but I think what he really wants to get out of me is a new car.

—Sir Laughalot.
Grandpa in a speedy car
Pushed the throttle down too far:
Twinkle, twinkle, little star.
Music by the D.A.R.
—Rochester Democrat and Chronicle.

Auto Salesman: And what kind of a horn would you like, sir? Do you care for a good loud blast?
Haughty Customer: No; I want something that just sneers.—Punch.

O, bury him deep
In some shady bower—
He drives in the middle
At ten miles an hour.
—Buffalo Evening News.

"Here y'are, Mac. Wash her, and put plenty of starch in the fenders."—Life.

The only time a horse gets scared nowadays is when he meets another horse.—North Jersey Motorist.

A woman driver ran into an embankment and bent a fender. It worried her. She went to a garage and asked the mechanic: "Can you fix this fender so my husband won't know how it was bent?"

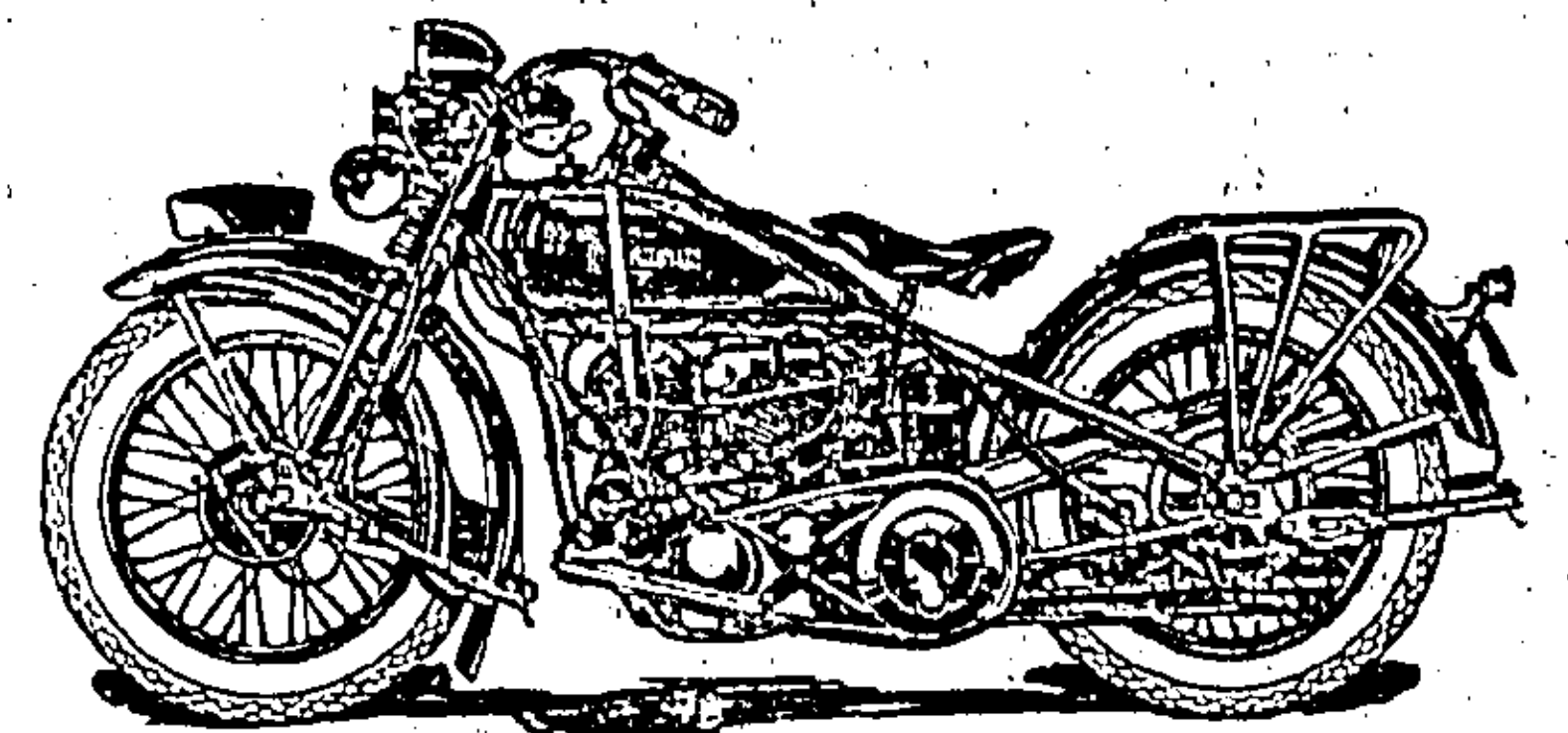
The mechanic looked at the bent fender and then at her, and said: "No, lady, I can't. But I'll tell you what I can do. I can fix it up so that in a few days you can ask your husband how he bent it."

Practically all the downland between Eastbourne and Seaford has been preserved for the nation, including six of the "Seven Sisters."

The Maybach Company, of Friedrichshafen, Germany, is reported to be about to bring out a new twelve-cylinder car.

Reconstruction and improvement of portions of the main London-Glasgow road between Penrith and the Border are to be put in hand.

THE WONDERFUL 1930 "HARLEY"



Now on Display.

SEE THE NEW MODELS EARLY.
The Gascon Motor Co.
2, KWONG WAH ROAD. ROWLOON
Tel. K. 1242 and K. 804.

BUY A CAR FOR YOUR LEAVE- WE BUY IT BACK

Our system enables you to buy yourself a car of any make or model and sell it without hurry and without financial loss on the day before you go back. What we can do is this. You correspond with us from your post until you have settled on the car you want and the period after which you will wish to sell it back to us. We then tell you in writing what we will give you for it at the end of that period. You agree this and the matter is then settled. The car, with your driving licence, meets you at the boat and an instructor is lent to you, if you wish, for three days, free of charge. But write to us and we will explain more fully.

AUTO AUCTIONS

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World distributors of the Blackburn Bluebird Light Aeroplane

RECORD YEAR.

American Exports.

AUST. IMPORTS FALL.

Despite a marked falling-off in exports of cars from America towards the end of the year, last year was a record one for the American motor industry.

The smallest shipment was in October, when 32,443 cars and trucks were shipped. The total exports for the 10 months ending in that month was 487,168. For the corresponding period of 1928, 430,300 cars and trucks were shipped, so that, in spite of the decrease at the end of the year, an increase of 13.2 per cent. on 1928 exports was made.

The figures for last year were kept up by the shipments of trucks, for while 4932 fewer cars were exported, the truck shipments increased from 112,654 to 174,826.

Australia, which normally occupies first or second place as a buyer of American motor vehicles, last October was in third place with a total of 1810. This is a decrease of over a thousand on the figures for the previous month.

The biggest buyer was then British South Africa, with 2609, and Mexico was a close second with 2261. Canada, which usually absorbs a much greater quantity, was in sixth place with 1264. In the truck market during October Australia's purchases were heavier 1068 going there. This puts her in second place to Argentina, always a large buyer, who in that month headed the list with 1849. Canada is eighth in that list with only 886.

ELIMINATING GLARE.

A new headlight, perfected in England, is said to do away entirely with the glare received by motorists from strong lights of cars passing. The new light is so mounted that it can be deflected to flash about six feet in front of the car. The only lights shown to the oncoming motorists are two inoffensive fender lights.

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Expert Mechanics
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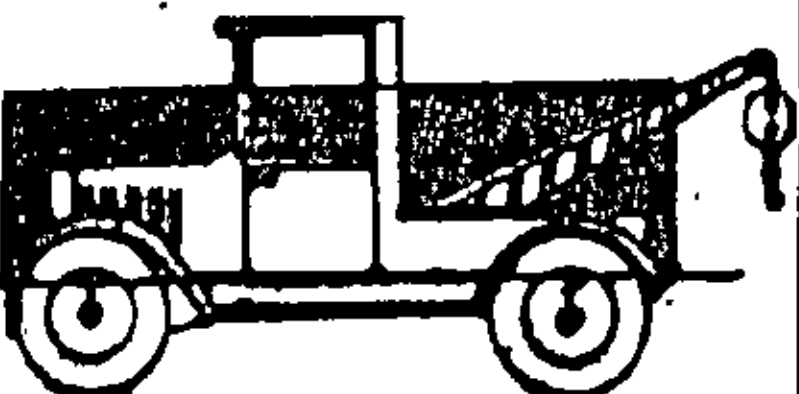
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Arabian Sand, Dawn Grey, Niagara
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N. S. MOSES & CO., LTD.,
Sole Agents.

HIGHWAY FINANCE.

Roads a Permanent Investment.

[By Roy D. Chapin.]

With the development of motor transport every country in the world has come to recognize the need for adequate roads, which will permit the motor vehicle to bring outlying districts into better relation with centres of population, and provide rapid and easy means of getting from place to place.

Motor Transport.

The automobile doubles the utility of existing railroads, serving them in feeder lines to open up undeveloped territory. If railroads are few, it is far faster and cheaper to construct motor roads than it is to build new railway lines. Whether used in co-ordination with the railroads or independently, motor transport can bring increased economic mobility to any country which will construct the requisite roads.

Sources of Highway Revenue.

The commonest sources of revenue for highway construction are the tax on real property, either in the form of a general tax or as a special assessment; the motor vehicle registration tax; and the gasoline tax.

Real Property Tax.

The direct tax or special assessments on real property should only be used to finance local roads, and that part of the cost of main state roads which is incurred to meet the needs of traffic of local origin. In this way the local taxpayer is called upon to pay only for those roads that he himself uses.

Increment in Property Value Due to Roads.

In many cases the construction of a highway will increase the value of property through which it runs, by making it more accessible. In this event it is only fair that an increased proportion of the revenue from the property tax should be devoted to road maintenance, to compensate for this increment in value.

The Registration Tax.

In all states of the United States, and in most other countries, a registration tax is imposed upon motor vehicles, for purposes of revenue. In practice it has been found that a low tax, by encouraging registration and the development of motor transport, is more beneficial than a high one—and in many cases produces greater aggregate revenue.

Gasoline Tax

Because of the demand for new roads, and increased costs of construction, additional taxation has been found necessary, and this, in the United States, has taken the form of a tax on gasoline, now imposed in all of the forty-eight states. This is considered a benefit tax, in that it is devoted to highways, and charges a motor vehicle owner in proportion to the benefit he derives from using them, and the damage done to them, by such use, measured by the factors of distance travelled, weight, and speed of the vehicle. It also forces a visitor from one state to pay for the use of highways in another, which he has not helped to build by the payment of registration fees. The gasoline tax is easy of collection and inexpensive to administer. Although the cost to the individual is low, the aggregate income realized by the state is very large.

All Revenue Must be Spent on Roads.

Taxes on the motor vehicle and motor dues to pay for the construction and maintenance of highways are justified only if the entire revenue derived from them is spent for this purpose. Otherwise they discriminate against the motor vehicle owner, imposing a special charge upon him without adequate compensation.

Taxation Accepted by Motor Users.

The principle of motor vehicle and gasoline taxation, when not excessive, has been accepted willingly by the automobile owner. He realizes that rapid develop-

ment and proper maintenance of highways in his district will save him money in costs of operation far in excess of the tax paid, and increase the utility of his automobile.

Distribution of Cost.

To determine the proportion of highway construction costs that should be derived from each of the sources described above is not easy as it will depend upon the volume and nature of the traffic which is to use the roads. On the average, somewhat less than 20% of the total cost of highways in the United States is now met from local property tax revenues. The remainder rightly devolves upon the state and national governments, who are held responsible for the maintenance of a system of main highways to connect centres of population. Most of the motor traffic on such roads travels over long distances, and the property owner along the way should be taxed only in proportion to his use of the road.

Opposition to Toll Roads.

In accordance with the accepted principle that transportation should be made available to the public at the lowest possible cost, almost every toll road in the United States has been abolished. Tolls add unjustifiably to the cost of transportation. If traffic is heavy enough to make a toll road profitable, it evidences sufficient public benefit to warrant construction and operation by the state as a free road.

Centralized Control.

For the most effective administration of highway funds a centralized engineering supervision is essential. A careful survey of the economic and traffic requirements of the country must first be made, to determine which roads shall be improved and where new roads are needed. The type of construction selected for each locality should conform to traffic demand, climatic conditions, topography and the funds available.

Roads a Permanent Investment.

From forty to sixty per cent. of the cost of a well built highway represents permanent improvements, in the form of road-bed, engineering, bridges, culverts, and like. It is therefore most essential that construction be carried out along scientific lines, with the best choice of route and a minimum of curves and gradients, so that costly straightening and alteration will not be necessary later.

Maintenance Important.

After a road is built it should be kept constantly in good condition. With careful maintenance the actual surface should last for many years; and when resurfacing at last becomes necessary, most of the old surface can be salvaged and incorporated in the new. Thus there is no danger of a road wearing out before the bonds mature by which its construction was financed.

Gradual Improvement.

The first aim in any highway programme should be to develop as extensive a system of inexpensive roads as is possible with the funds available. By a gradual process these can later be improved where necessary, in accordance with traffic requirements.

Type of Road.

The type of road chosen should never be better or more expensive than traffic requires. Any expenditure for highways must be earned by them in the form of cheaper transportation; the type of improvement must be such as to effect a saving in transport costs at least as great as was the cost of construction. Experience in the United States has shown that the average amount of daily traffic is a suitable index to the type of road surface required, as follows:

0 to 100 vehicles—earth.
100 to 300 vehicles—selected materials, sand-clay, top-soil, etc.
300 to 500 vehicles—gravel.
500 to 1500 vehicles—surface-treated gravel, macadam, bituminous macadam and other intermediate types.
1500 and more vehicles—bituminous concrete, brick, cement concrete and other pavement types.

Method of Financing.

The chief problems in any road construction programme is that of securing sufficient funds immediately for the work in hand. There are two prevailing methods of highway finance, the so-called "pay-as-you-go method," and the issue of highway bonds.

Pay-As-You-Go Method.

By this method roads are paid for out of current revenues, and no future financial obligations are incurred save that of conserving the investment in roads by means of proper maintenance. Construction can only be carried out slowly, however, as funds become available, and thus this method would not be adequate where an extended highway programme must be undertaken at once.

Highway Bonds

The second method involves the issue of highway bonds, which capitalize annual taxation and are secured by future revenues for a period of twenty or twenty-five years. In this way ample funds can be secured at once for an extended construction programme, such as may be required where highway communications are incomplete, and where there is a popular and economic demand for new roads. The bonds need be sold only as fast as funds are required. The entire credit and taxing power of the government is pledged as their security.

Apparent Cost a Real Economy.

Because interest must be paid on the principle of the bonds, and a "sinking" or amortization fund is generally required as a safeguard, the initial cost of this form of financing is greater than that of the pay-as-you-go method. In reality, however, highway construction by the use of bonds effects a marked economic saving. The immediate use of the roads thus made possible gives rich returns in rapid and easy trade and communication, which more than offset the additional cost. It has been aptly said that we pay for good roads whether we have them or not. If we do not have them, we pay more for the delay and inconvenience caused by bad roads than we should have to pay for the construction of good ones.

Cost Distribution.

One of the chief advantages in the use of highway bonds is that they relieve the present generation of too heavy a financial burden. As a well constructed road represents a permanent investment, it is only fair that a part of its cost should be paid by future generations who will also use and employ it.

Highway a Profitable Investment.

Well constructed highways should be considered a profitable investment rather than an expense. They not only bring to a country the economic advantages of increased unity and mobility, but they attract to its tourists and business men whose expenditures within its borders may be considered as a sequel to highway construction. Canada, for instance, realizes a considerable annual income from the sums expended by tourists from outside

COUNTESS DECIDES ON A CAR.

Nice Gentleman in Showroom.

"MOTOR CARS VERSUS POKER."

[By Gordon Watney.]

The Countess is tired of hiring cars and frightened to death of taxis. Really the time has now arrived when she must have her own car and a chauffeur. She has only one child, a daughter, Eve, who is very attractive, aged 17. The Countess is still very charming, has been a widow for five years, is very comfortably off, is a little jealous of Eve, but accepts the position very well. And she is clever.

They arrive at well-known showrooms in the West End quite prepared to spend a little time necessary to purchase what they require. This firm has a very large assortment of all the leading makers; the Countess can have ample opportunity to choose what she requires.

Her first ambition is to select a really nice young gentleman in the showroom who can tell her all about the car she wants, also help her in the choice of upholstery, etc. She is fortunate in finding a very nice man, and one who comes from a very good family, so business commences.

Really a Pretty Car.

The Countess thinks that a really very pretty-looking car is what she most requires. It must have a saloon body, with a division between the front and back seats, and the inside of the body is of much more importance than either the make or horse-power. She has already decided that both daughter and self must dress to suit the colour scheme of the car. The Countess is fair, and Eve is dark, so it is not quite so easy; however, the salesman assures them it can all be arranged. The inside lighting is also a matter of great importance, because her complexion is not at its best in heavy shadows. Suitable mirrors must also be fitted in the proper places, where they can give the best effect. Then, again, the windows must be very large. She must have the back seat very high, because she is short; and silk curtains which draw are indispensable. She could not tolerate people walking and gazing into the car when they are returning from the theatre. Eve agrees with this suggestion; curtains must also be fitted to the windows in the partition.

Now the next important decision, before they select the car, is to choose just the thing; it is a figure of Venus. Mother thinks they ought to have something with more clothes on, and decides on a bird. She has by now occupied the whole morning very successfully. She is quite new to all this business, but suggests that she would be pleased if Mr. Sellem (the young gentleman salesman) would join them for lunch and they would then return and make their final selection.

No complaints. All go out to lunch at Prince's. The Countess thinks it would be very nice if Mr. Sellem would deliver the car when ready at their home and stay a day or two until everything is quite all right. This is agreed. After lunch all return to the showroom.

A Cheque for Deposit.

The Countess takes a very long time to make up her mind which car she prefers. Prices vary from £350 to £2,500, but she narrows down the choice to two, one at £750 and the other at £2,000. Mr. Sellem thinks that the latter will suit her (and also himself) best, and she agrees, hoping that Mr. Sellem will have dinner with them and drive them to their home in the country afterwards, thereby giving them a good trial run. The car is ordered and the Countess gives Mr. Sellem a cheque for the deposit.

They dine at the Piccadilly Hotel; excellent dinner; and Mr. Sellem offers to drive them home. The Countess sits in the back seat and Eve beside Mr. Sellem. He suggests that her mother should test the curtains fitted to this car.

the country who are attracted by her excellent roads.

Roads Create Wealth.

The building of roads, by improving communications in general, invariably promotes prosperity. Registration of automobiles grows with increasing highway mileage and prosperity, providing greater revenues from motor taxation to be devoted to the construction of further roads. Such is the economic cycle which has taken place in the United States, and there is every reason to believe that it will repeat itself elsewhere.

TRAINING MR. KAYE DON.

Doctor to Go with Him to U.S.

BREATH EXERCISE FOR SPEED BID.

When Mr. Kaye Don makes his attempt on the world's land speed record early next year at Daytona, Florida, he will have with him Dr. Kenneth Eckenstein, who will not only have trained him, but will make physical tests before and after the attempt.

Some time ago Mr. Kaye Don underwent an operation, and doubts were entertained as to his fitness to drive at Brooklands. Dr. Eckenstein, who is senior resident medical officer of the French Hospital in London and author of a standard work on blood pressure, went to Brooklands and made several pulse and blood pressure tests before and after Mr. Don had taken part in races.

Dr. Eckenstein said recently: "I am convinced that I shall learn a lot of interesting things about the reactions of the human body to great speeds."

I shall put Mr. Don through a course of training to make him as fit as possible to undertake the task. This will consist largely of breathing exercises, which I have been developing. No one at present knows exactly the human reactions to these great strains.

Dr. Eckenstein tests lung capacity on an instrument like a gas meter. Another instrument registers the amount of air breathed in and out per second. In addition pulse and blood pressure readings also are taken, while various tests have to be made of the nervous system.

SOME TRAVELLING!

Alvan Macauley, president of the National Automobile Chamber of Commerce, estimates that automobiles of America will travel one hundred and fifty-six billion miles in 1930.

and informs him that the Countess's cheque has been returned; sends him at once to see her in the country. He returns with the information that the ladies have left for good, having only taken the house for a few weeks, and gone abroad. He is unpopular in the firm, and more unpopular with his father. He is gazing sadly through the showroom windows and wondering if he will ever see "the dearest little girl he has ever met" again. And so the world goes on!

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INSURANCE CO. LTD.

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(Under the auspices of the Automobile Association)

LIBERAL BONUS FOR CAREFUL DRIVING.

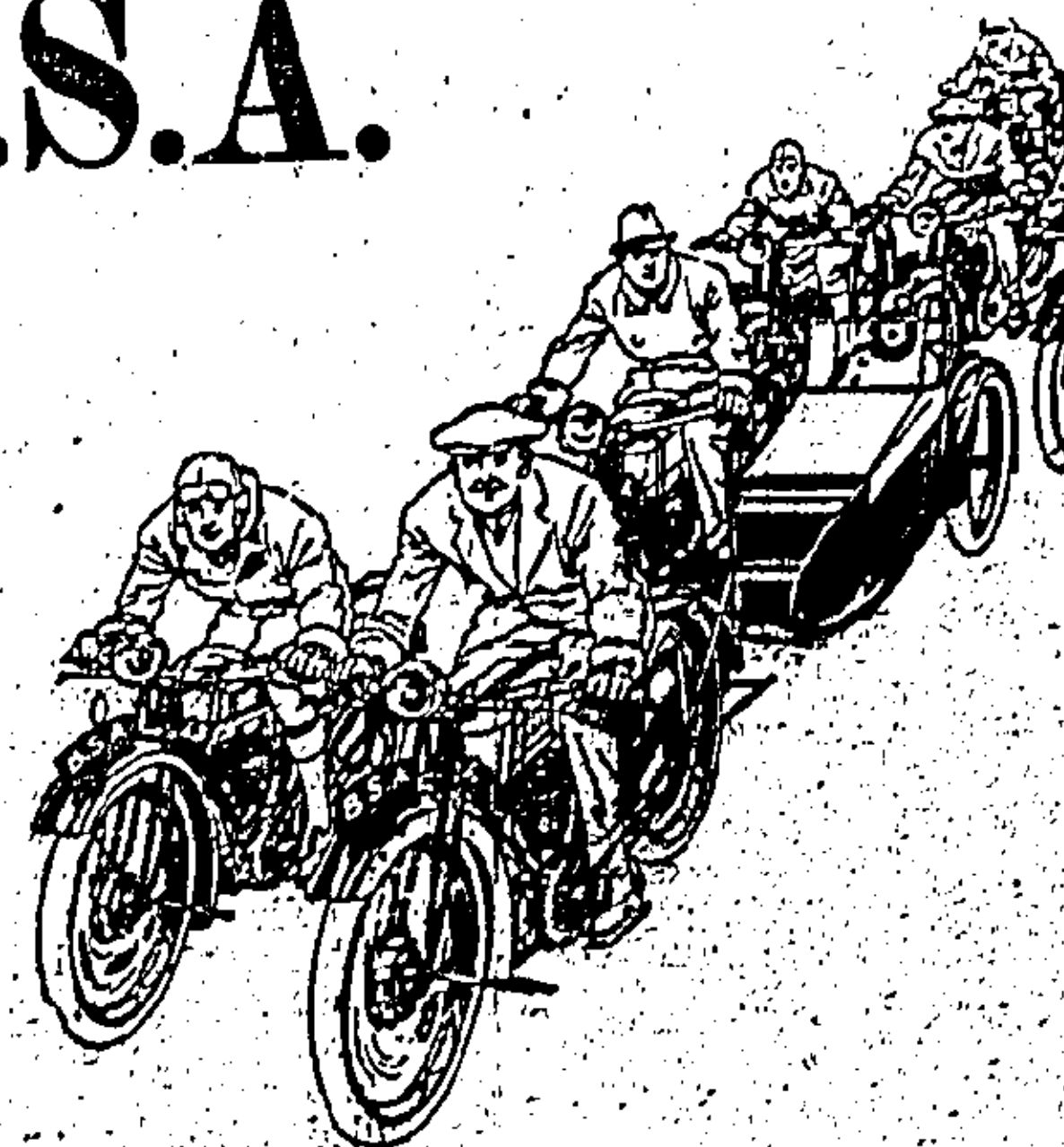
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GOOD COVERS
DESERVES
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The satisfaction that comes from knowing you have stout, thick, red rubber, Goodyear Tubes in your tyres adds greatly to the pleasure of motoring.

More than that, you get from your covers all of the long mileage that the manufacturer intended you should have.

Use Goodyear Tyres, of course make certain they are fitted with Goodyear tubes, too. Each Goodyear Tube is tested under water. You can depend on them.

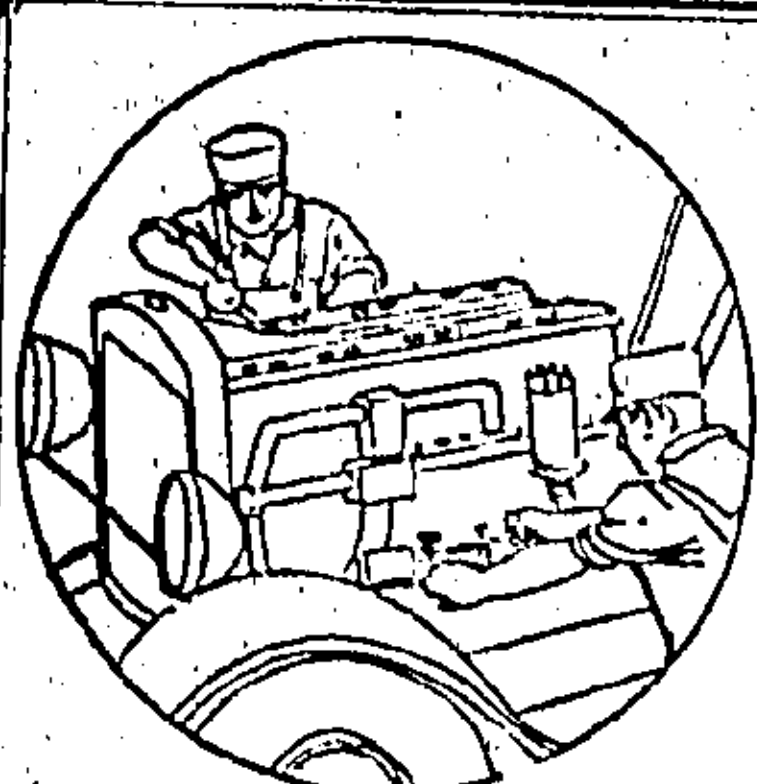
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Pictorial Supplement

March 8th, 1930.

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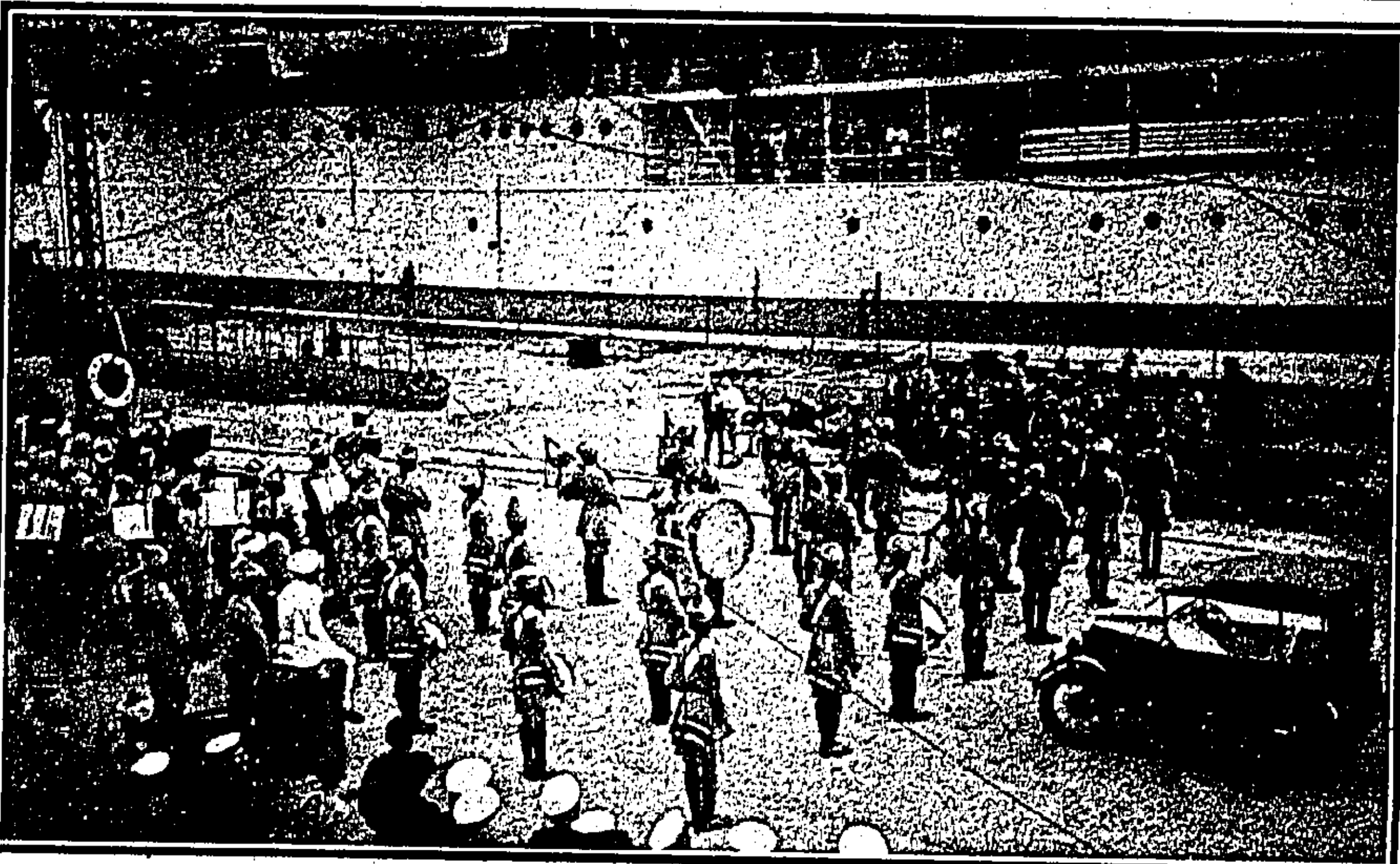
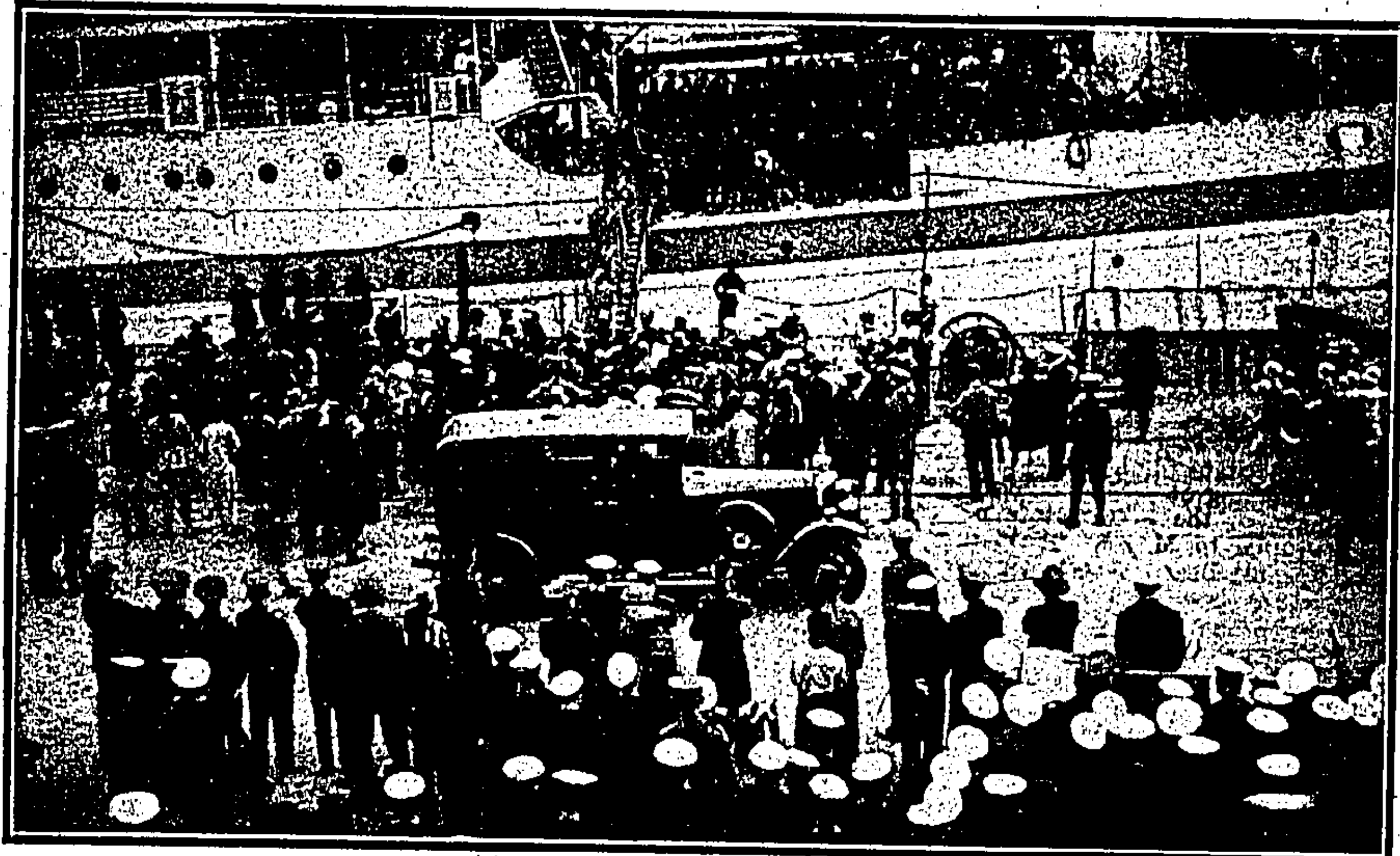
The Hongkong Police football team for 1929-30 season. The photograph was taken on the impending departure of Mr. P. P. J. Wodehouse, C.I.E., Divisional Superintendent, who is seen in centre with his pet dog. (Photo: Mee Cheung).



Mrs. Pearce's Tonbridge, the winner of the Subscription Griffins Championship, ridden by Mr. Bulteel, being led in on Saturday. (Photo: Mee Cheung).



Done Again (Mr. Heard up) being led in by Mrs. Beith after winning the Tytan Handicap, "A" Class, on Saturday. (Photo: Mee Cheung).



These photographs of the departure for India of the 2nd. Battalion King's Own Scottish Borderers, aboard the transport City of Marseilles, are forwarded by Petty Officer L. G. Holland, H.M.S. Tarantula. Top picture was taken just as H.E. the Officer Administering the Government was leaving the transport after going aboard to say farewell.



Mrs. Priestley is here seen leading in Fair Sport (Mr. Reidy up), the winner of the All Out Stakes. (Photo: Mee Cheung).



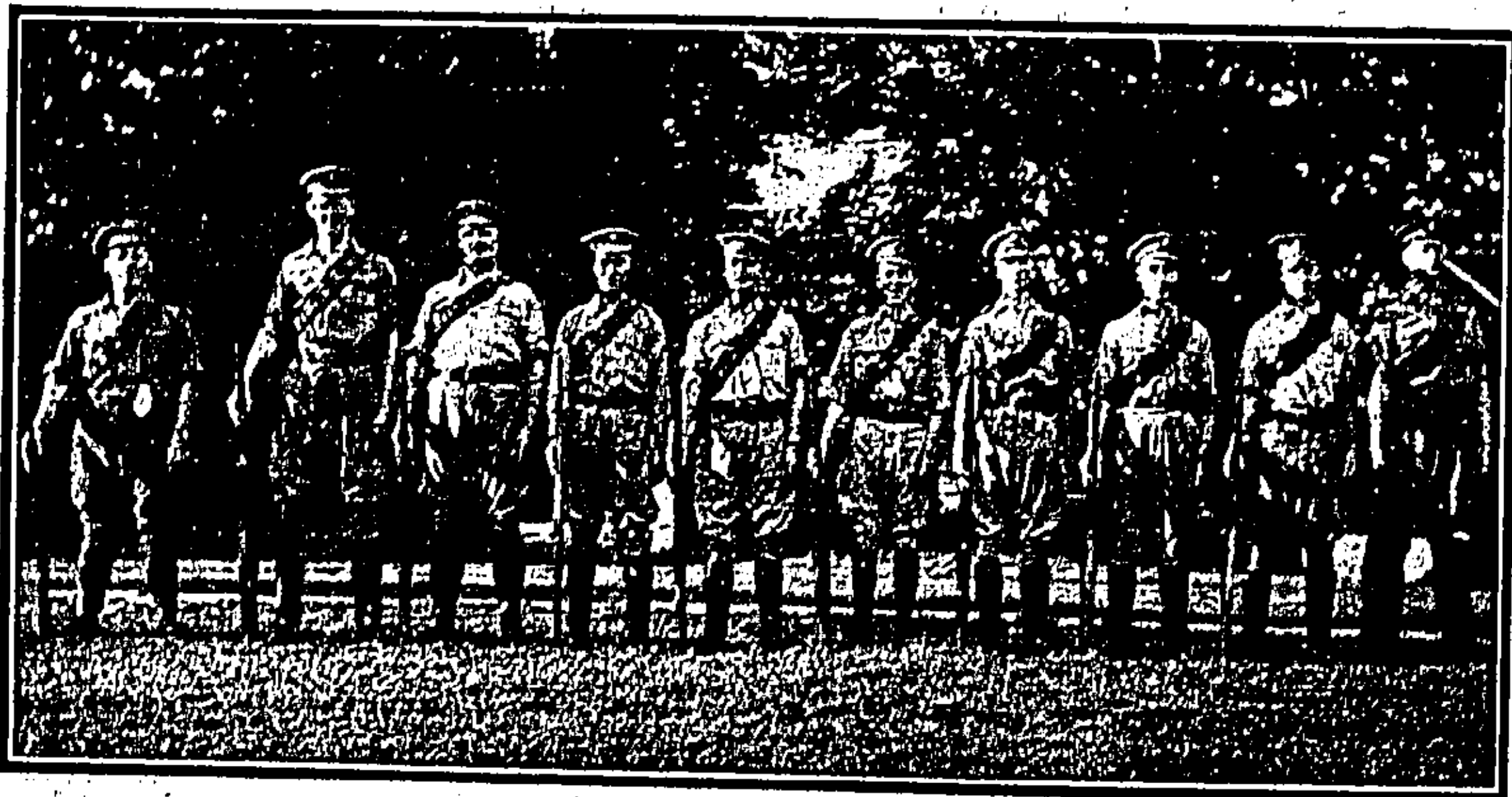
Armony, winner of the Hay and Corn Stakes, being led in with Mr. Frost up. (Photo: Mee Cheung).



Mrs. Beith leading in Greyback (Mr. Heard up), the winner of the Tytan Handicap, "A" Class. (Photo: Mee Cheung).



T. R. H. Crown Prince Frederik and Prince Knud of Denmark figure in this group taken at Government House on Wednesday, when they were entertained to lunch. The Crown Prince is seen seated in centre between H.E. the Officer Administering the Government and Mrs. Southorn, with Prince Knud on Mrs. Southorn's right. (Photo: Ming Yuen Studio).



The new Governor of Hongkong (Sir William Peel) is a keen horseman. In the above picture, taken some years ago, he is seen third from left as a member of the Penang Mounted Scouts. On extreme left, is Sergt. R. H. Charles, now of Hongkong, by whose courtesy we are able to reproduce this and the two other pictures.

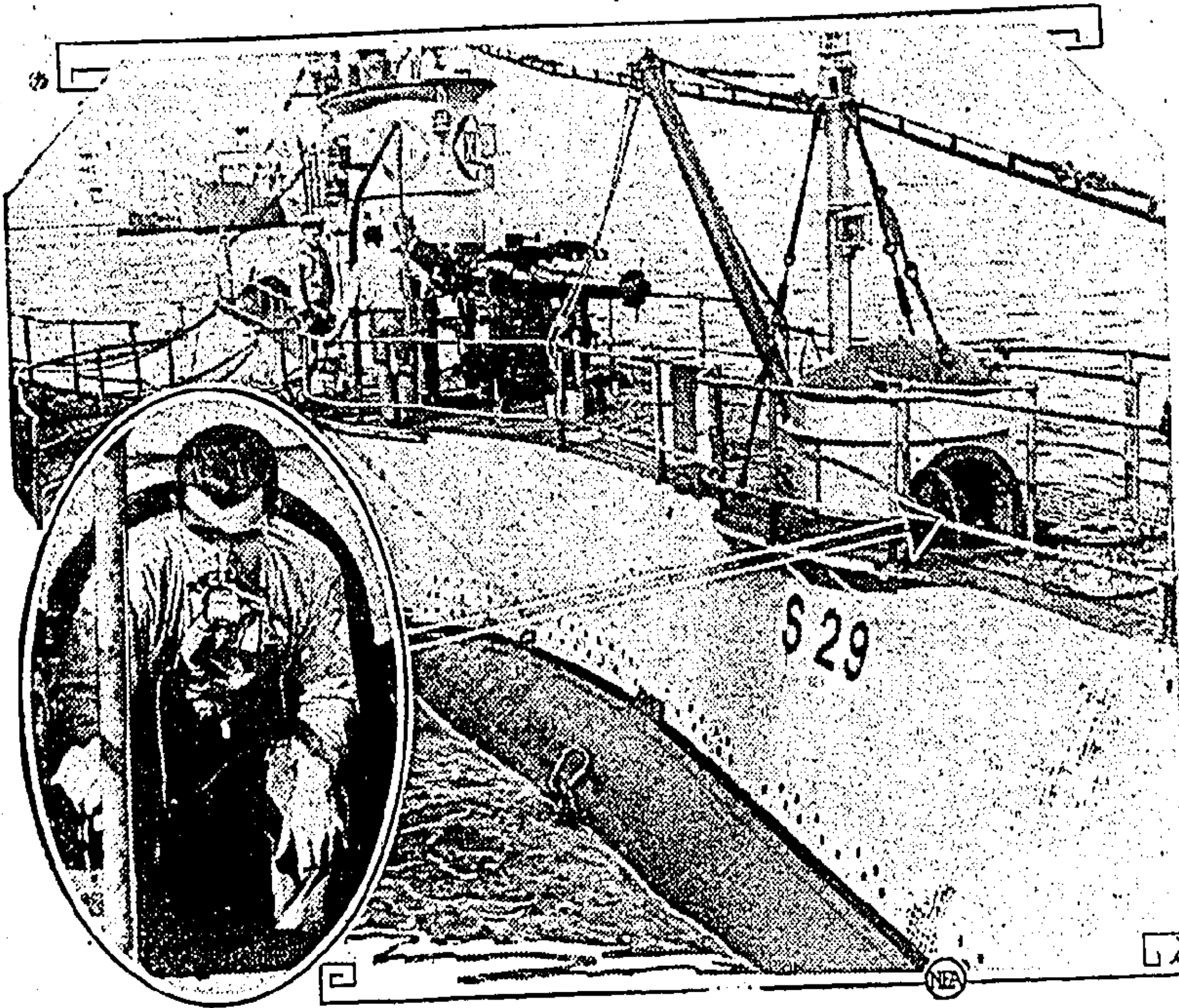


Our new Governor is seen with other members of the Penang Mounted Scouts above. He is second from right, with Sergeant Charles on the extreme left.



Sir William Peel is shown sitting immediately behind Mr. R. H. Charles in this photograph taken at Penang. The picture was taken after a Sunday morning ride through plantation districts.

MAKING SUBMARINES SAFE. TESTS CARRIED OUT IN AMERICA.



Here is the U. S. Navy's S-29 which has become a test ship for submarine safety devices at the San Diego naval base. At the left, a Machinist's Mate is demonstrating how a sailor, wearing a "mechanical lung," escapes from a sunken sub via the turret-like escape lock, indicated by the arrow. One of the steel rings for the quick lifting of sunken subs, eliminating the necessity for weary tunnelling through the mud by divers in order to pass chains underneath, may be seen on the S-29's hull.

At a time when the Five-Power crews like rats in a trap if it can be to the bottom. Conference is considering whether help it.

Making Rigid Tests. The submarine S-29, attached to the battle fleet at the San Diego United States Navy, at its Pacific base at San Diego has been going ahead with the perfection of devices to make its submarines safer and rigorous safety tests are now being made. The S-29 is equipped with safety features that would enable its crew to escape even if it were disabled and plunge

To begin with, it carries a stock of mechanical "lungs," invented by Lieutenant Charles B. Momsen, a submarine officer. The lung is a rubberized bag with a capacity approximating that of a person's lungs, a rubber mouthpiece and a series of valves. Before using, the wearer fills the bag with oxygen from a tank in the submarine; and this supplies him while he is on

his way to the surface.

Two methods of escape from a sunken submarine have been worked out; an escape lock, and an escape hatch. They are somewhat similar in principle, and each performs the task of getting the sailor out of a sunken submarine so that he can float to the surface. In the past all rescue efforts have been concentrated on raising the sunken hulk with the men inside.

Since the last big submarine disaster, all U. S. subs have been equipped with the lungs, although only the S-22 on the Atlantic side and the S-29 here have been provided with escape locks as yet.

How they Escape.

The escape lock is more elaborate than the escape hatch. It consists of a sizable turret-like room built on top of the submarine's hull, and entered from below by a ladder. The sailors—a large submarine carries about 30 men—enter it in groups of seven. Once inside, they close the trap doors leading from the compartment below, and open a sea valve which admits water into the lock from below.

The water rises until it is approximately chest-deep, when the bubble of air which it traps holds it stationary and forms an air pocket. The sailors then put on their mechanical lungs and fill them from the oxygen tanks.

The two buoys are released. One, painted in bright colours, is a marker or signal buoy. It floats to the surface and marks the submarine's position so that rescue ships can find it easily. A telephone wire and instrument are included, so that men on the surface can talk to the men below, thus eliminating the necessity of sending down divers to hammer messages on the steel hull in the Morse code as in the tragic case of the S-4.

The other buoy supports the lines on which the men will go to the surface.

When these preparations have

been made, the sailors open a door cut low in the side of the lock, duck down through it and step out into the water, holding on to the life-line as they rise to the surface.

Must Ascend Slowly.

Extreme care must be taken not to come up too fast, for the sudden change from high pressure gives a man the dreaded "bends," which is often fatal. So a sailor escaping from a submarine has to stop every 10 feet and breathe deeply; 10 times at the first stop, 20 times at the second, and so on.

Eventually, he reaches the surface and clings to the buoy there or is picked up by a rescue ship.

The escape hatch is somewhat similar, but much more simple. It is simply a cylindrical tube extending downward through the submarine's deck, that is entered direct from the flooded compartment by men who find temporary safety in the air pocket created near the ceiling.

In a submarine equipped with both of these devices there are, accordingly, two methods for escape.

No More Weary Tunnelling.

The S-29 is also equipped with a series of "pad eyes," or rings of steel attached to the outer shell. If a submarine is on the bottom, divers from salvage ships can attach the lifting pontoons to these rings without the labourious work of days in tunnelling through the mud to pass cables underneath. In the effort to raise the S-51, which sank off Block Island several years ago, many weeks were wasted because the divers were forced to dig tunnels under the sunken hulk in order to pass cables and chains around it.

There are also numerous other less important safety features now in use.

Sailors attached to the S-29 have tested the escape hatch and escape lock repeatedly, and it is believed that sailors wearing the Momsen lungs could escape by these devices from submarines lying as far below the surface as 300 feet.

In these strenuous days—

Dr. Johnson once said that no man could travel more than 20 miles an hour and live. What would he have thought of 6 miles a minute?

The habit of speed extends to our every-day lives. We work in a hurry and more strenuously. We rush from work to strenuous sport. There is no time to idle—no time to relax.

Those wonderful engines—our bodies—cannot keep pace with these strenuous times without special help. The bodily functions become impaired. The nerves become frayed and worn.

The rebuilding and restorative food elements which make good the daily wear and tear of the cells and tissues of the body are now insufficient for the purpose. The system needs more rebuilding material than ordinary food supplies.

Scientific research has discovered the means whereby an abundance of these vital food elements can be easily obtained. From malt, milk and eggs—Nature's best restorative foods—the nutritive elements have been extracted and concentrated—correctly balanced for the varied needs of the body—and presented in the form of a delicious and easily-digested beverage.

That is "Ovaltine"—the perfect restorative food for brain, nerves and body. Substitute "Ovaltine" for tea, coffee and other beverages and you will be able to maintain glorious health and physical and mental fitness in these strenuous days. It is the most economical as well as the most health-giving form of concentrated nourishment in the world.



The beauties of a winter dawn in the High Alps are illustrated by our photograph taken 9,000 ft. up on the untracked snows of the great Roseg Glacier above Pontresina. In the background are the La Sella and the Piz Gluschnant peaks of the Bernina group, seamed with crevasses and intricate with ice-falls. Some treacherously snow-masked crevasses are visible on the right. When our picture was taken there were 50 degrees of frost, and the sky was thickening for a blizzard. (Times copyright.)

Ladyfied Fashions for Spring

Jaunty nonchalance goes into the discard for the new styles command respect and proclaim their wearer every inch a lady



I. tiny hand-run tucks form a vest and an elbow puff on this blue silk crepe for afternoon . . . a hat of neora straw in natural color is worn with it.



V. a smart jersey-tweed frock in red and white which approaches the style of the old-fashioned guimpe.



II. a shimmering satin in egg-shell white has a wide girdle and a circular flounce which ends at one side of the back, giving the long effect.



III. this coat with its huge cape collar, fitted-in effect and circular skirt is offered in a fine gray twilled tweed.



VI. soft folds of silver are draped around the head into this turban which ends in a knot at the back.

VII. a new spring pajama suit for lounging suggests the military in its striped trousers.



(All costumes from Henri Bendel)



IV. appliqued ships lend a nautical touch to this green ensemble for sailing.

It is smart to look dignified this spring! Not the forbidding dignity of the stiff-corseted ladies of a generation ago.

The dignity of 1930 is new and subtle. It is young dignity, slim dignity, dignity that may be merely another trick in the evolution of coquetry. But dignity it is.

For mornings and sports wear, there are cleverly-cut sports suits with full skirts below hip yokes, jackets of hiplength and regally lovely blouses. But even these have a kind of formality and stand-offishness that the casual things of last spring completely lacked.

FOR the work-a-day girl, there are all manner of one-piece frocks that have undeniable "lady-look" about them that will make the office boy say "Ma'am."

The college girl, the stay-at-home wife, the leisure class woman and the woman older in years and more mature in figure all have their especially-designed day clothes this year. It is a year of suiting your personality as never before.

These widely-diversified day clothes are made of flat crepes, novelty jerseys, soft tweeds, crepe-las of fine finish, cravat silks, faconne silks, self-dotted or self-striped crepes, heavy tussors and prints. The prints, however, are being given a little rest in springtime. Possibly they will blossom out more as warm weather comes.

FOR colors there is variety, too. Black is good for sports this spring, but is not at the top of the list for daytime wear. Daytime colors for spring are dainty. They range from soft pinks to deep ones, light blues, pure whites, greens in many tones and browns. Blues stand a good chance of being the most popular everyday colors. Some of them are so delicate that they must face the cleaner steadily, however.

Besides the daytime frocks, there is the innumerable variety of daytime coats. One of the promises spring holds forth is that coats are going to be light in color, neutral in tone and that hats will match frocks.

COATS promise to be fitted, too. Most of the early spring models are quite princess in line and flaring to comfortable width below the hipline. This spring those chic women who delight in a fabric coat with self-collars instead of fur will find a wide variety. For the trick this spring is to have a princess coat with self-collars of cape cut, postillion cut or some individual line and rather small and unobtrusive cuffs.

One of the interesting features of this spring's collection of clothes is the emphasis of self-fabric trims, such as cordings, fine tucks, bandings, seamings, self-bows, self-belts, self-scarfs.

I. FOR the first balmy afternoons, one wants a dressy dress equal to the day. Bendel makes such a one of pale blue silk crepe, the color of a soft spring sky. It has tiny hand-run tucks forming a vest in front and grouped at the side to give an almost shirred fullness between. It is long-skirted and low-flounced and no one but a woman with the figure she should have should cast craving eyes at it. It has long sleeves which also are tucked for comfort at the elbow and it has sweet little pique cuffs and collar.

Topping this hat is a large spring straw hat in natural neora, with its brim box pleated on one side, with mauve velvet fashioning one side.

II. FOR evening, nothing is more stunning for spring than the white gown. Tulle, net, chiffon, flat crepe or satin. Because of its softly gleaming quality, satin is especially desirable for spring.

A white satin gown has a circular flounce which ends at one side of the back, to fashion a tiny train. It has sleek lines, a swathed girly plain neckline and its girdle knotted with ends falling to fashion little front panels like the rear train. There is gracious charm in this gown.

III. FOR the spring coat, one could not go wrong in purchasing a fine gray twilled tweed, princess in line, with intricate shoulder yoke, flounced skirt and cape collar that is suggestive of the military postillion in the way it capes the shoulder.

The hat topping it is a little gray felt creation, trimmed simply with a couple of quills. These hold back the brim in front.

IV. FOR spectator sports on a warm day, there is a cute little nautical ensemble of one-piece frock of light green with a little ship with dark green sails on it, and the frock topped by a dark green jersey coat, lined with the frock's silk. The neckline is typical of the softer line used today. So is the reverse of the coat. Inside the coat, at one side, another little boat is embroidered and appliqued, just like the one that adorns the dress.

The hat worn with it is of shetland jersey in green, an indication of the popularity fabric hats are to have this spring.

V. FOR early morning wear, or for the girl in the office or at school, there is a lovely little jersey-tweed frock in red and white design that features a square vestee and squarish open cuffs in the sleeves. It is fitted snugly to the waistline. From there the gores skirt is pleated to a low flounce length, where the flare starts. It has bands of the goods used crosswise to fashion the inside of these pleats and similar bands outline the vestee and the deep under cuff.

VI. WHEN Milady goes to dinner this spring or to the theater, she should by all means have one of the new evening turbans. These are made of metal cloth, wound round in subtle manner to give her a shining crown.

One of these is shimmering silver, delightful with either colors or white, draped about the head in soft folds ending in a knot at the back. For the woman who is letting her hair grow, this turban is an excellent choice.

VII. FOR morning lounging, there are beach pajamas, porch pajamas, boudoir pajamas, breakfast pajamas, studio pajamas and tennis pajamas.

One set that might be used for lounging at home now and on the beach later has a military air, with striped trousers, double-breasted blouse and belted coat. It is blue and white, with powder blue trousers, striped in darker blue.

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Hongkong Telegraph

Pictorial Supplement

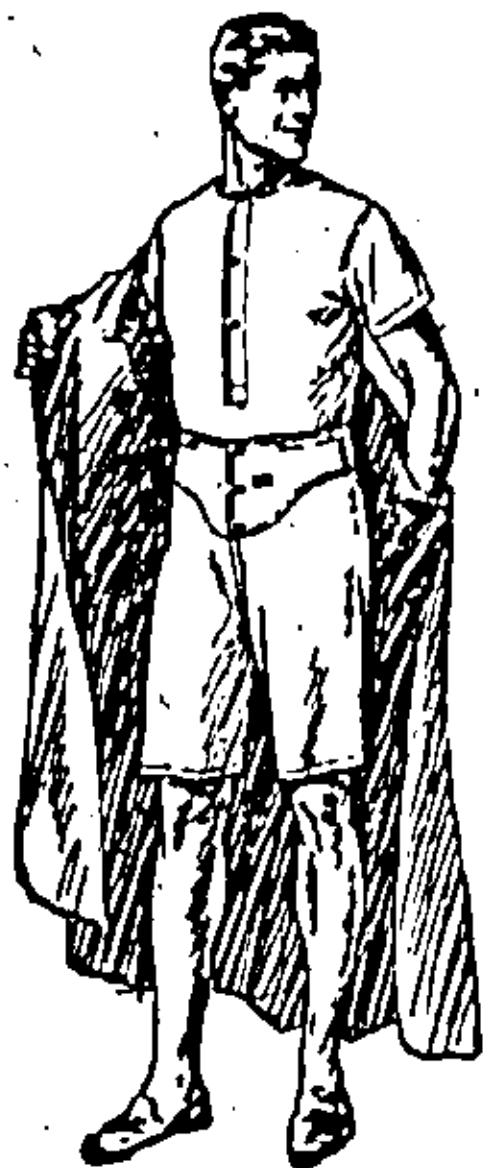
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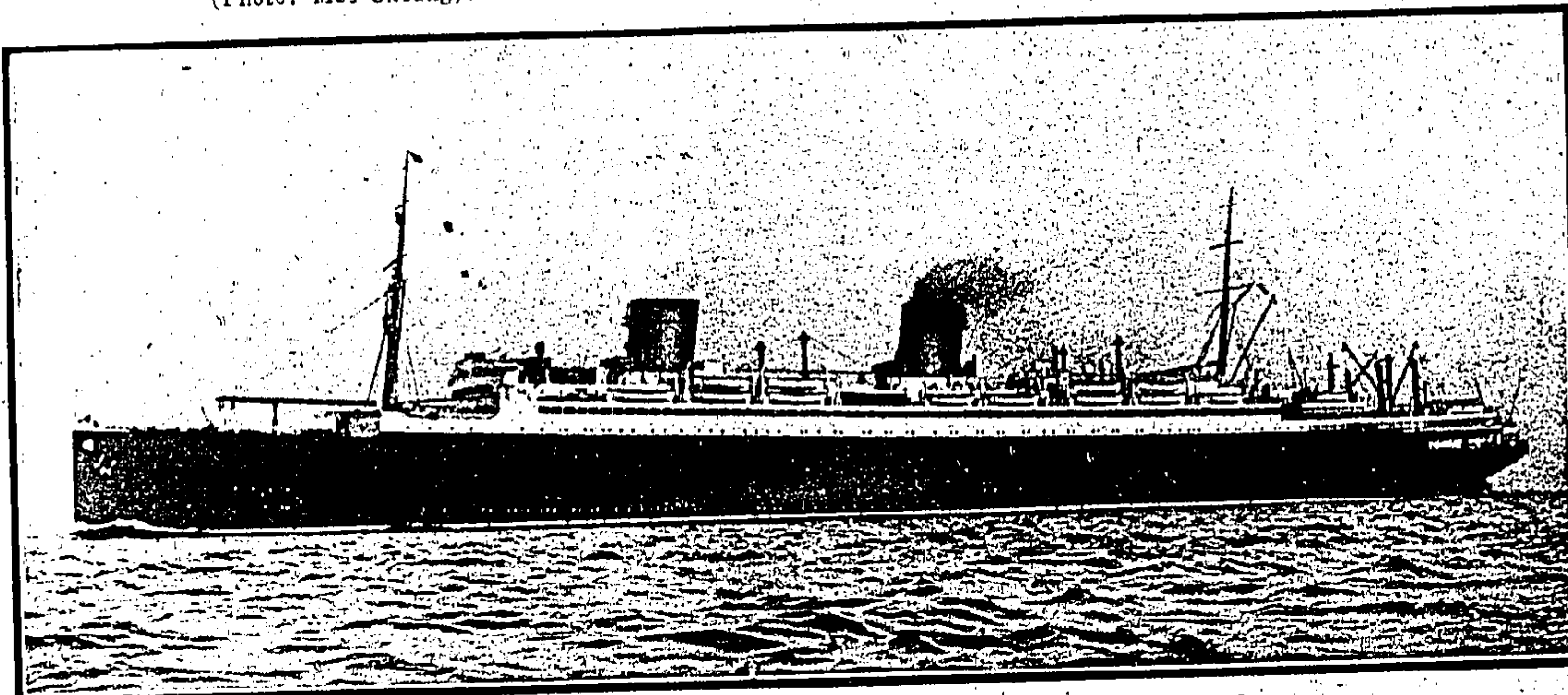
Mackintosh's



Mr. T. N. Chau kicking-off at a charity football match in aid of Chinese schools at Caroline Hill on Sunday last. (Photo: Mee Cheung).



Here are the South China and Navy 1st elevens who took part in a charity football match at Caroline Hill on Sunday last. The Chinese won by two goals to nil. (Photo: Mee Cheung).



The North German Lloyd Express steamer Columbus, the largest, fastest and most luxurious ship to circumnavigate the globe, which is due here on a world cruise operated by Raymond and Whitcomb and Co., on March 19th. Her registered tonnage is 32,000 tons. The local cruise agents are the Hongkong and Shanghai Hotels, Ltd., Tourist Department, under the management of Mr. J. P. Bourne.



Capt. A. Ahrens, the commander of the s.s. Columbus, of which a picture is seen on the left.



Know!

There is only one way to know the exact condition of your eyes—an examination by an expert. You may think you see well, but are you sure? Find out. Have your eyes examined to-day. If a simple evening's pleasure ends in a headache, look to your eyes.

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PRESSED BEEF
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LUNCH SAUSAGES
PORK and MEAT PIES

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PURITY and QUALITY

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The Pipes and Drums of the 2nd. Bn. Argyll and Sutherland Highlanders, photographed during a march through Shanghai on arrival from Jamaica last November. The Battalion is shortly due in Hongkong, and will be stationed at Shamshuipo.



Crown Prince Frederick of Denmark (sitting), with his brother, Prince Knud, who were entertained to dinner by the Danish community of Hongkong at the Peninsula Hotel on Wednesday night.

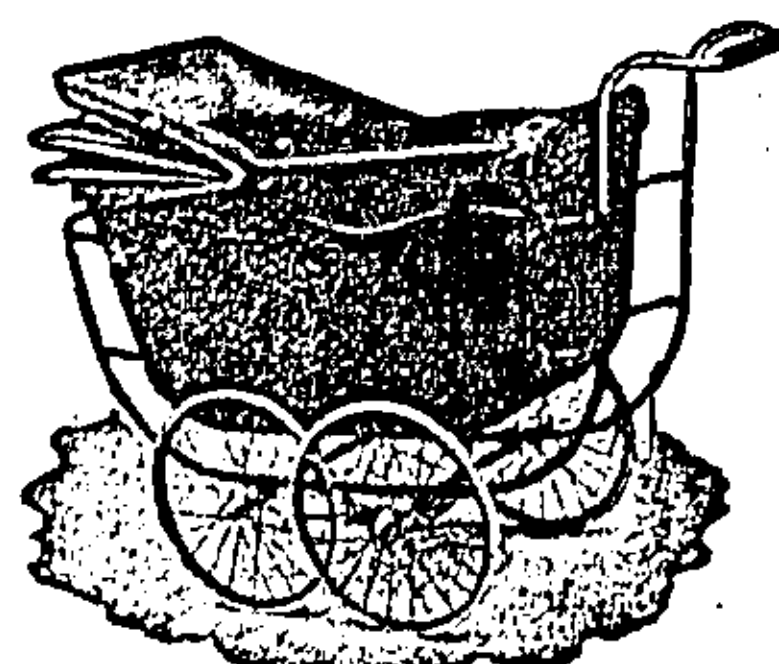


The officers of the 2nd. Bn. Argyll and Sutherland Highlanders, due in Hongkong shortly. Left to right:—Top row, Major H. J. D. Clark, M.C., Capt. J. A. Agnew-Wallace, M.C., Capt. R. C. B. Anderson, M.C., Lieut. A. Dunlop, Lieut. E. A. F. Macpherson; middle row, Lieut. Col. R. G. MacLaine, M.C., Major N. C. Bennett, O.B.E., M.C., Capt. I. M. Stewart, O.B.E., M.C., 2nd. Lieut. J. C. Church, Lieut. S. Mackay, M.C.; front row, Lieut. O. B. Younger, Lieut. R. Macalpine-Downie, Capt. R. G. Hyde; in front, 2nd. Lieut. J. H. G. Black, Lieut. K. B. L. Davidson.

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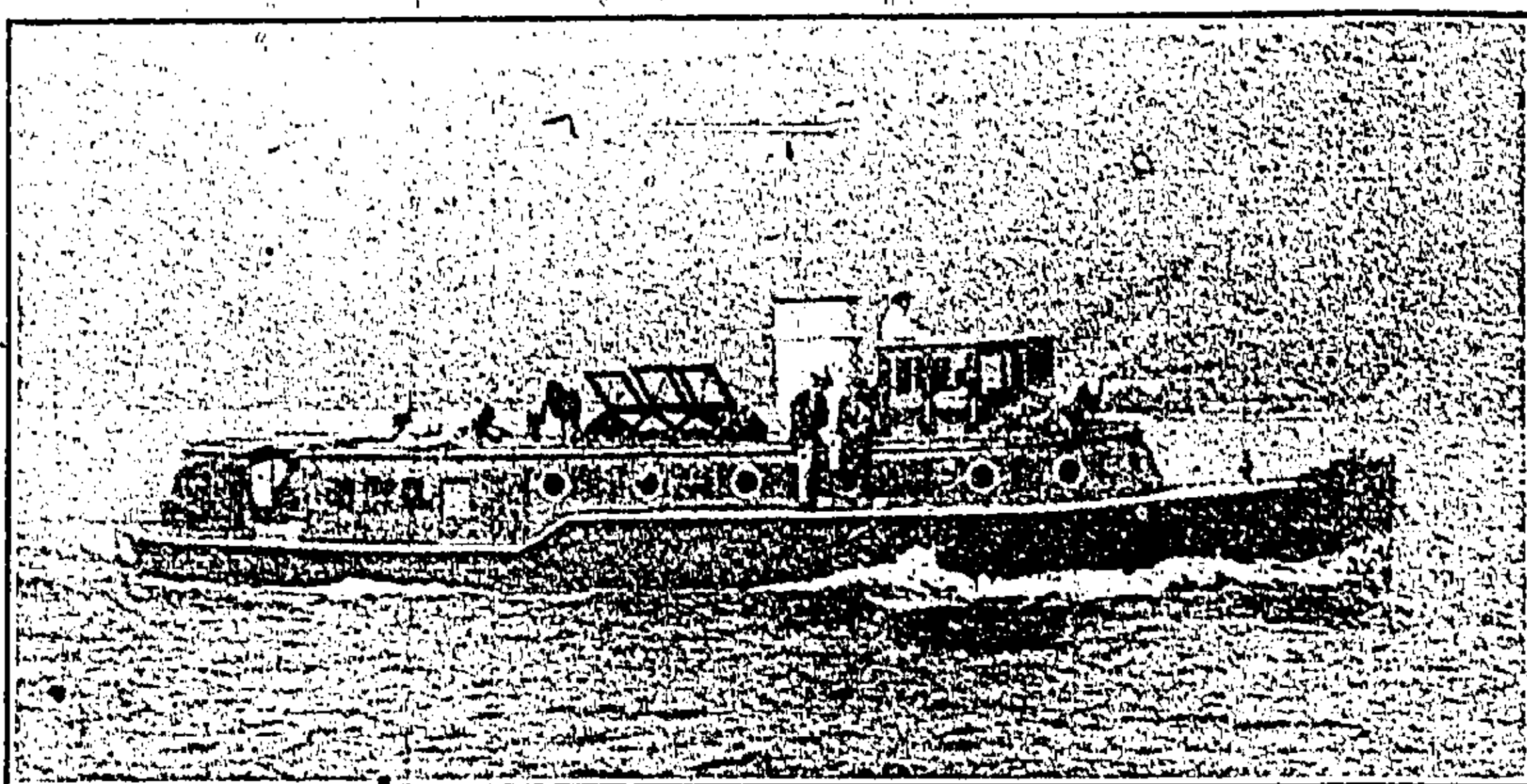
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NEW LAUNCH FOR GOVERNMENT.



The above picture shows the new motor launch recently completed for the Government Surveyor's Department, and known as the "H.D.11." Several new departures are incorporated in the design. The vessel was built by Messrs. W. S. Bailey and Co., Ltd., and the propelling machinery consists of a Gardner Semi-Diesel 4 cylinder Marine Engine and is fitted with air compressor, circulating pump, bilge pump, and direct reversing mechanism. In addition an independent Gardner petrol engine and compressing set is installed for the initial charging of the compressed air storage bottles.

HARD TESTS.

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THE MODERN WAY.

Metals, oils, leather and hundreds of other articles that are used in the manufacture of Buick and Marquette motor cars undergo tests and microscopic inspection in a modern up-to-date laboratory at Flint, Michigan, U.S.A.

Physical tests for tensile strength, temper and kindred properties are made on precision equipment that is absolutely accurate. When a sample of metal has passed all inspections it can have no secrets left and its fitness for use is unquestioned.

Tests are made by chemical processes which, in addition to simulating the normal wear and tear of use, reveal the properties that physical tests fail to show. Strong acids eat into materials which prove by their resistance and reaction their superiority to other samples or vice versa.

Presses and stretching machines, mangle and torture samples of stock, giving them thousands of times more wear than the materials would ever be called upon to endure in actual use or in machining. For example the laboratory recently received samples of cloth with the request that they be tested in all manners possible. They were given tearing, pulling, wearing and colour fastness tests and then passed to the chemical benches. There they were subjected to the action of powerful acids, tested for cotton, wool and silk content and finally, after a few hours, a report was given. The samples were nearly destroyed by the strenuous operations performed upon them, but when completed the tests enabled those in charge to select the one sample that would give the best service in the use for which it was intended.

Variations of these processes are used on all materials and after one is finally selected periodical inspections are made to see that it continues to hold up to the

REFUSE COLLECTION IN BRITAIN.

Automatic Conveyors Solving Problem.

DUSTLESS AND SCIENTIFIC.

The subject of refuse collection is of importance all the world over, for interconnected with it is the vital question of public health. In these enlightened times it is little short of amazing to see the antiquated methods of house-to-house refuse collection still in force in some of the largest cities. Animal traction is still widely used involving considerable waste of time and money, while the actual vehicles employed for the collection of the refuse are only too often entirely devoid of any fittings to make them hygienic. It cannot be too widely appreciated that the dust which escapes when, for instance, a container of rubbish is tipped into a cart carries with it an immense quantity of germs which are thus liberated and become a potential menace to public health. Therefore, it is obvious, at once, that the dust nuisance must be tackled at the start.

Some idea of the magnitude of the problem of the collection of house and trade refuse can be gathered from figures relating to London which were quoted a short while ago in "Motor Transport." These show that about 1,200,000 tons of refuse involve annually 64,000,000 calls at 770,000 premises. Motor vehicles have of late years done a lot to improve public cleansing generally, but it is only recently that a satisfactory solution of this dust problem has been arrived at. An entirely new machine is a patent dustless refuse collector, a rotary loader which not only conveys the refuse from a low loading orifice into a sealed container, but automatically packs it without any manual effort. Refuse is shot directly into the chute of the rotary loader and falls into the inner area of the rotor which has specially spaced blades. Here it is partially screened and separated by means of partitions and then by centrifugal force, the refuse is thrown towards the rear of the body, the force being sufficient to pack it firmly at the back of the container and gradually fill it up towards the delivery end.

standard of the original material. Buick's engineering and purchasing departments, as well as many other divisions of the company, are in close touch with the laboratory. Suppliers of material submit samples of their wares to the buyers who immediately send them to the laboratory and from that department's report, combined with their own knowledge of stock qualities, are able to purchase wisely.

Thus the laboratory is a great factor in maintaining high standards of Buick motor car products. Buick's reputation for long service proves that this department not only does its work well, but is invaluable to the company.

The tipping body is steel-lined and incorporates a roof constructed of very fine fabric which allows the egress of air but retains particles of dust, much after the fashion of the dust container of the household vacuum cleaner.

When Experts Collaborate.

At the recent Motor Transport Exhibition held in London, there were of course a number of exhibits appealing directly to Municipal authorities, in fact, some of the special service vehicles had been designed in close collaboration with such officials. A good example was a refuse collection vehicle with a carrying capacity of seven cubic yards and an unladen weight of under three tons. The vehicle had a special body and twin telescopic hydraulic end-tip gear and the loading height, that is, the laden height to the top of the sides is 4 ft. 5 in. Twin solid rear tyres of 26 in. x 5 in. are employed.

The chassis is of the special semirigid control type and the cab is of particular interest as it is quickly detachable, as a whole, in a few minutes by means of lifting hooks. The engine and gearbox unit are then left exposed, though all ordinary duties such as decarbonization, valve-grinding etc. can be carried out with the cab in its normal position.

A Machine of Many Uses. A most useful machine to public cleansing authorities is a patent steam gully emptier which combines a multitude of duties. Fitted with the latest type of apparatus consisting of separate vacuum tank, sludge tank, water tank and waste water tank, it is mounted upon a standard steam wagon chassis.

Among its capabilities this machine may be used for emptying, cleansing and re-sealing street gullies; street washing; street watering; channel damping; kerb washing; sewer flushing and cess-pool emptying.

As if these duties were not sufficient, it may also be employed for a snow plough and an emergency fire brigade.

DOLEFUL OUTLOOK.

Amongst the regulations embodied in the proposed Transport Bill are those for the control of pedestrians, designed to prevent jay-walking.

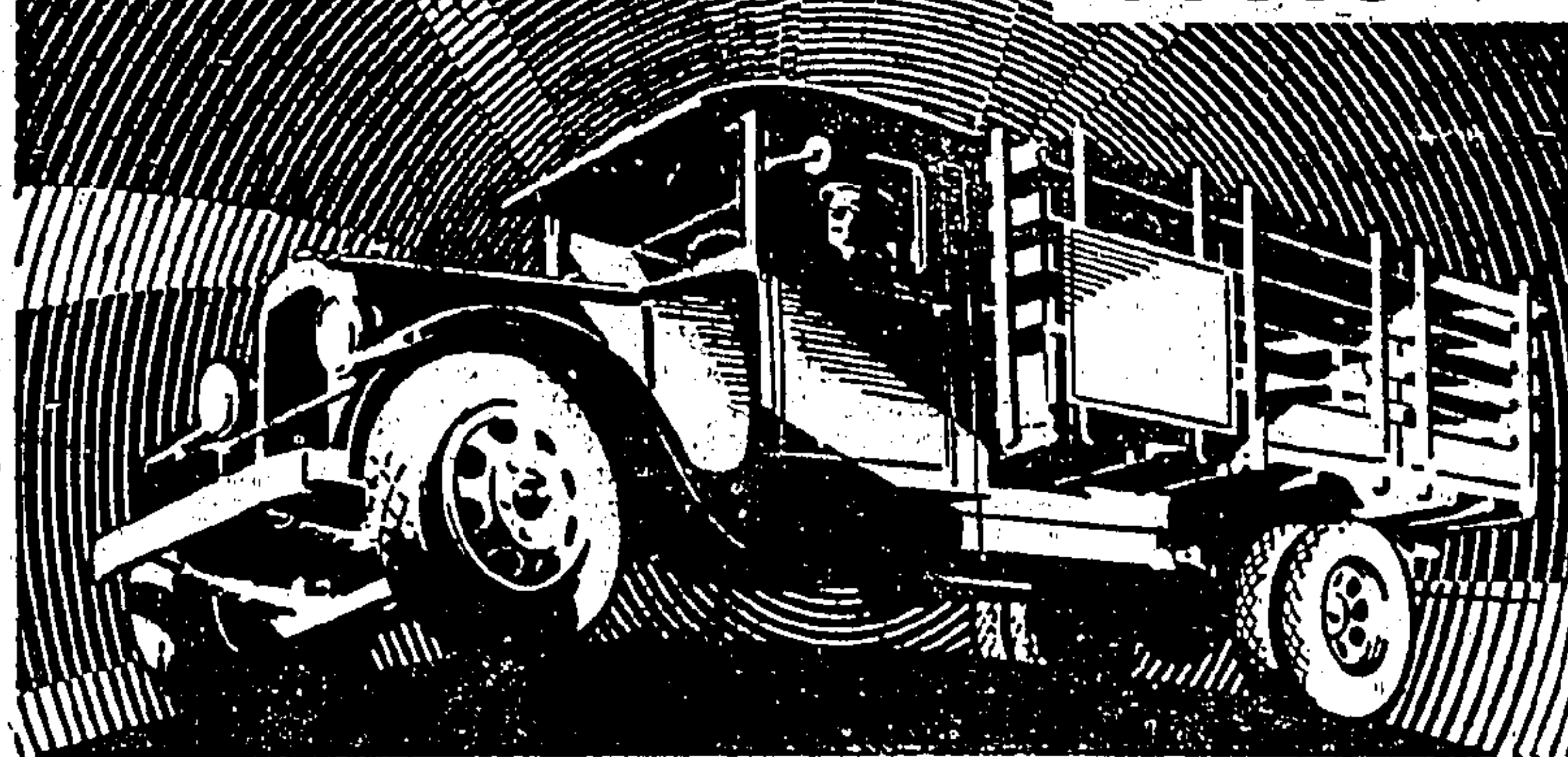
As we please again—
Oh! What a fate,
Destined to walk
Between chalk
Marks hard, white and plain—
Pity our state.

Bullied by cops,
All our hops
Skips and nimble jumps
No more you'll see;
Dull and depressed
Gone the zest
For the fender bumps
Risked with such glee.
Freedom is dead,
Never to stray

On our way
Those who said
Brave and gallant things
Sneering at slaves
Can, with a glance,
See the Trans-
Port Bill's vapors
Make us behave.

So we must tramp
While the stamp
Of despair, sunk deep,
Grows with the days;
Seething with rage
That this age
Should convert to sheep
Free-walking jays.

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PROBLEMS IN PROPELLER EFFICIENCY.

Scientific Solution for Builders.

[By Chas. S. Story.]

What will be the types of propeller in use five and ten and more years from now? With aircraft and motor designers busy upon constant refinements and improvements and changes in their products, we who design propellers find ourselves asking that question. To-day's propeller is far different from the "butter paddle" of the past; to-morrow's propeller will be what?

It is not true, as many seem to think, that an airplane can be designed to maximum efficiency without any thought being given, while designing, to the airscrew which is to propel it.

Far too many aircraft builders have given extreme care to the aerodynamic correctness of their plane's design, have studied carefully the power plant best suited to the purposes for which it was meant, and then, with no care at all, have selected a propeller whose type merely pleased their unthinking fancy, and have expected first-rate performance from the plane. Barring some accidental blessing of the gods, it can't be done. Propeller equipment is no mere matter of accident.

For the ultimate success of a projected air vehicle, practice and long experience dictate that the best procedure is for plane designer and propeller engineer to work in complete and close harmony from the time first plans are drawn. The airscrew, far from being an accessory of secondary importance, is an intimate, integral, basic component of the whole plane itself, and must be so considered, for success sake, as much as are the wings, the fuselage, the tail section, or the controls. Manufacturers who have ignored this fact have learned bitterly and expensively to pay it respect.

Compared to Steamships. We need only to turn for a moment to another sphere of activity for light upon this truth. An ocean liner, having weathered a terrific storm at sea, hobbles into port with a propeller gone, torn

away by the storm's fury. Her period of disablement is long or short in accordance with the availability of a new water screw of proper size and strength. But those factors must be proper, else the further performance of the liner cannot be satisfactory.

How, then, can an airplane efficiently perform in its screw, far more a thing of balance and delicate precision, of fitness or unfitness for the task, is not accurately developed to do the job in hand?

An interesting example of the importance of correct selection of airscrew equipment came recently to our attention. The builders of a tri-motored airplane changed their motive power equipment, substituting new engines which required propellers of larger diameter. These were secured and tried without first consulting a propeller engineer, and it was found that the overlapping of the two outer screws into the stream from the central and more forward screw caused a loud and dangerous "slap." A propeller man was then consulted, and upon his recommendation, the outboard motors were moved further from the fuselage, so as to clear the three streams of each other. This, of course, meant redesigning of the structure of the wings to accommodate the new stresses—a very costly business.

Examples are numerous, on the other hand, of highly successful modern airplanes whose makers recognized from the start the importance of constant co-operation with the propeller maker. Old heads at the designing of aircraft produce remarkably efficient types not because of any haphazardness in procedure, but because of this uniform care in attention to every feature.

Just why does the propeller assume such importance in airplane design? Why will not any good product, of suitable size and power, fit an airplane's needs? It may be well to consider the subject primarily for a moment.

"Parasitic Resistance." Simply described, the fuselage, or body structure, of an airplane in flight, is to be considered as an elongated projectile, past which air flows rapidly and forcefully, over, and under and along both sides. The smoothness with which this surrounding stream of air spills off this moving object depends upon the latter's shape behind the point of its greatest cross-section dimension, and its freedom from projecting parts or objects, which create "parasitic resistance," or "drag."

If this shape is not aerodynamically correct, eddies and swirls of air result, much like those noticed in water in the wake of a motor-boat. These have a retarding effect upon the moving body, cutting down both speed and efficiency. Mistakenly, it is thought by some that a good taper, and smoothness of the surface of a fuselage, constitute true streamlining. Actually, a moving air stream assumes a very definite form, peculiar to itself, if unhampered in its flow; the more perfectly the surfaces of the body centered in this stream conform to its shape, the more perfect is that body's streamlining.

When a new factor, in the form of a rapidly revolving propeller, is introduced into this relationship between air stream and fuselage, obviously, the flow of the stream of air is very materially affected. If the propeller is of the tractor type, and is mounted on the nose of the fuselage, it initiates the movement of the air stream, throwing it back along all sides of the body and laying down its own laws as to what lines the fuselage shall have, and how other parts shall be related to it.

For example, since this propeller-created stream flows back in a twisting manner about the fuselage, the fin which projects above the fuselage must be set a little off centre at the forward edge, in order that it may split this twisting stream accurately.

Now, the forward movement of the airscrew-propelled fuselage is retarded in some degree by its own bulk in the air stream, this retarding effect being called "head resistance," or, in some cases, "drag." The amount of this resistance determines, in large part, the efficiency of its performance. This efficiency is likewise affected by the smoothness of the body's conformity to the air stream's form, and by any projecting parts

upon the body's surface, such as bolts and struts and even window frames, these creating their own important amount of "parasitic resistance"—much like little fingers pulling back upon the fuselage to slow its progress.

Rounded Fuselage Preferred. That a rounded fuselage is very much more efficient than a square, or flat surfaced, one, is a point unrealized by most people, yet when you think of the twist of the air stream about the fuselage, it is not hard to understand. That the bigness of your cabin windows may harm the efficiency of your plane does not seem probable, yet it is true.

The capacity of a designer of airplanes to cope with all these little points—and many others—and to defeat the retarding inclination of necessary departures from true streamlining, is called his "fineness ratio"—a vague term for a valuable genius.

It should now be apparent that it is the manner of the airscrew's attack upon the air before it which determines the manner of its delivery of the air stream past the fuselage—and this manner of delivery, in turn, determines very definitely what is to be the true shape of the fuselage.

Two important factors of this shape are the greatest cross-sectional area of the fuselage, and the distance of this area from the propeller itself. Experience has determined that, generally speaking, the ratio of this area to that of the propeller disc should be between 1.5 and 1.3, or, put another way, the fuselage which absorbs between 20 and 35 per cent. of the propeller disc area gives the best general performance. (Propeller disc area is the area of the imaginary disc described by the turn of the screw).

Likewise, this greatest dimension of the fuselage must be correctly distanced from the propeller, in order that the air stream may flow with as little resistance as possible over the widening taper of the fuselage, and also that it may spill off the tail with as little retardant as may be.

Efficiency of Two Blades. It is through oversight of these points that much difficulty arises when a nearly completed new plane design is brought to the propeller maker for proper equipment. It is not uncommon to have to rebuild a plane completely at

this stage, simply because a satisfactory airscrew cannot be engineered for the plane in its original form.

Selection of the size and type of screw to be used in a given job presents its own problems—even after all matters touched upon above have been cared for. To date, the two-blade propeller is the most efficient produced.

Much of the disadvantage coupled with propeller operation at high speed can be overcome by gearing a high speed motor down and utilizing a larger, slower propeller. This makes possible a lighter crankshaft and lighter bearings, since the propeller vibrates less.

However, new disadvantages now arise, such as much greater propeller weight and greater propeller diameter, the latter being limited for practical use, of course, by the height of the fuselage nose from the ground. Experience proves, too, that little is gained by gearing down motors of less than 500 h.p.

However, increasing horsepower demands increasing propeller diameters, and soon we reach a point where the great diameter of a screw introduces new difficulties. Sometimes, the motor speed is increased so that the propeller diameter may be decreased, but this results in some loss of efficiency. When the propeller engineer considers the three and four-bladed propeller, since either of these is smaller than a two-blade screw of similar power, he must decide whether he wishes to sacrifice a small percentage of efficiency, which, for practical purposes, can be neglected in most cases in commercial plane design.

Thus it is seen that this matter of selection of correct propeller equipment is one of trial and error—of repeatedly being forced to decide which disadvantage we choose, or can best afford to risk, in order to accomplish those advantages we wish to secure.

High Speed Adjustments.

It is my confirmed belief, which I hold in the face of considerable disagreement, since my contention is supported by much available data, that if we were a little less feverish to attain high speed performance in the commercial air plane, and by cutting our top speeds five or so mile, we brought down our motor and propeller speeds, we could achieve longer life in motors, motor mounts, plane body structures, and propellers, due to lowered vibration, and thus we could improve our operating efficiency.

Such procedure has already been demonstrated to give greater payload capacity per horsepower—and the expense of upkeep is always distributed over a greater



period of time. Certainly, if the time between major overhauls can be extended from 350 to 600 or 700 hours, the operator will be grateful for lessened overhead—and his altered schedule of flying time cannot seriously affect his business.

Cut the wideopen speed of our motors to between 1,500 and 1,600 r.p.m., and cruise our planes at a motor speed of 1,300-1,400 r.p.m., and I contend we will all profit in longer-lived, more generally efficient equipment.

It may be interesting for the reader to tell something here of the care we must exercise in securing perfect balance in our propeller products. Minute attention must be given each propeller in the final inspections before delivery to the user. The tests are simple, yet extremely important.

A completely finished "prop" is varnished, trade mark, and all—mounted on a shaft which in turn sits in ball bearings. Very carefully, it is brought to rest in an exactly horizontal position. Four square inches of ordinary newspaper (usually about .0025 inch thick) are placed on one blade tip. If the blade swings rapidly downward, the test has resulted satisfactorily, but must be repeated by placing the same scrap of paper on the other blade tip. If the rate of swing of this blade toward the floor is equal to that of the other,

the horizontal balance is taken to be correct.

The "prop" is then balanced in a perfectly vertical position, and checked to see that it does not swing away from this position. Reversed, end for end, this test is repeated, and the result again checked.

Incidentally, extreme care is taken to have the shaft and mandrel clean for these tests, since a tiny speck of sand between shaft and propeller may defeat the inspector's purpose, and indicate static balance when it actually does not exist.

It might seem that such precise care in balancing a great wooden object like a propeller is stretching accuracy to an unneeded limit. Enough inequality of weight to be discerned in such tests, however, is sufficient, when multiplied by the terrific speed of revolution of a labouring propeller, to create a bad pounding vibration, upsetting smooth performance.

Having produced a fine propeller, we have but prepared for service a product whose care and upkeep and operation all bring new, fascinating problems. We are studying all the time the many elements affecting propeller life, and the results of our studies are available always to the man who buys or sells or uses airscrews—in short, to everyone engaged in aviation.

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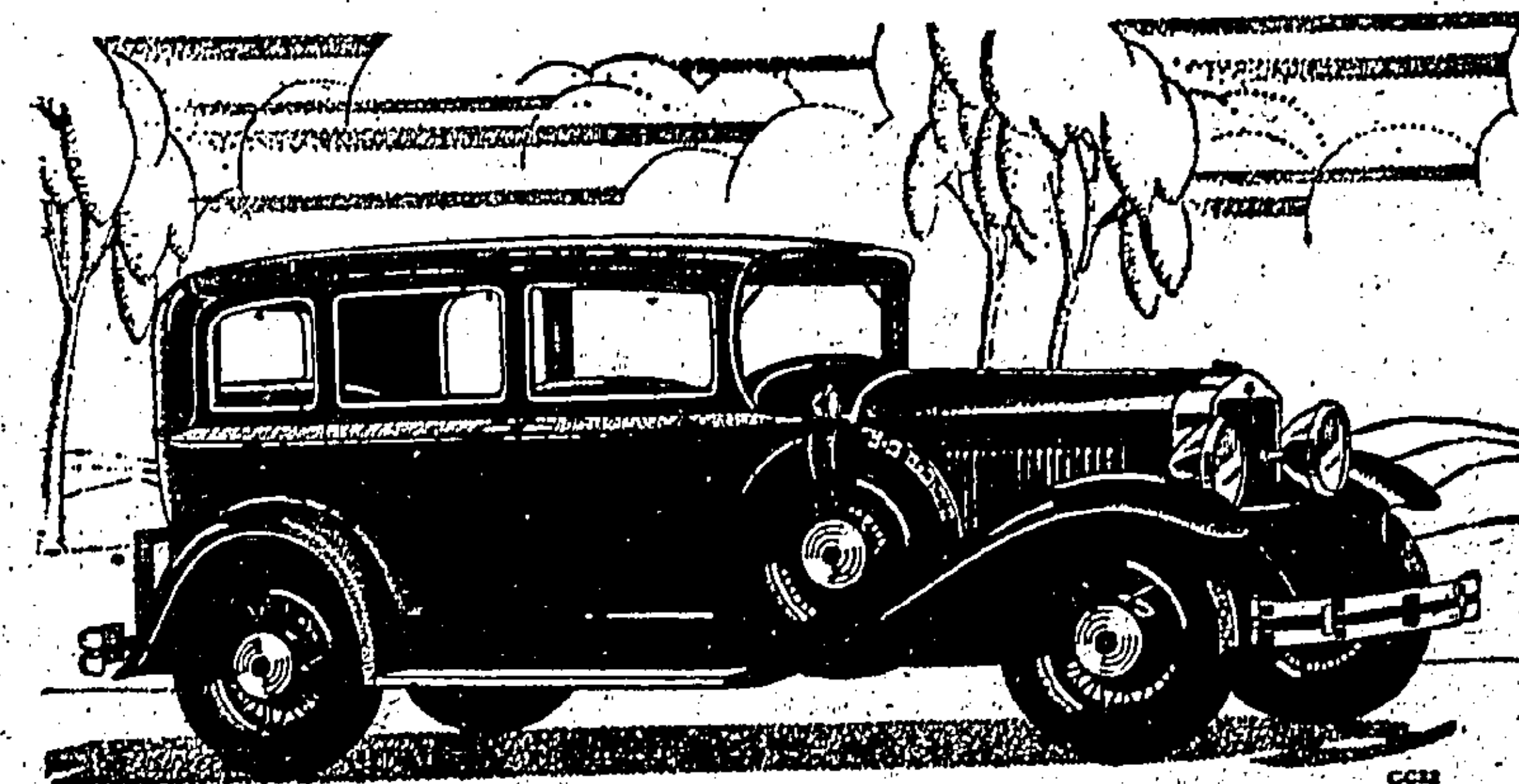
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REVISED NOTIFICATION NOW ISSUED.

STORM WARNINGS.

The following amendments to Government Notification No. 322 of 1st June, 1928, to come into force on the 15th March, 1930, are published for general information:

For Para. 2, substitute:—"Continuous watch is kept by VFC on 600 metres and on 2098 metres C.W. at the following times:

G. M. T.

General Communication.
Wave Routines ... 0535-0545
0635-0645
1335-1345
2235-2245
2335-2345

Ship are requested to reply on 2100 metres C.W.

Under "Information broadcast by Observatory," for second part of Para. 1, substitute:—"A repetition of the 0400 and 1200 messages will be made by VPS on 2913 metres C.W. at 0500 and 1300 respectively."

For the next paragraph substitute:—"The Weather Reports and Forecasts will also be broadcast by ZBW on 355 metres telephony, at 0530 and 1300 G.M.T." For "A missing element is indicated by 'z,' 'zz,' or 'zzzz' substitute:—"A missing element is indicated by 'x,' 'xx,' or 'xxxx'."

For Para. 2, Page 3, substitute:—"Storm warnings are broadcast by VPS on 600 metres and by ZBW on 355 metres telephony, on receipt and at the two subsequent hours. They are also broadcast as above at every hour when the typhoon is definitely threatening Hongkong."

In the second line of Para. 3, Page 3, for "2000 metre wave," substitute:—"2913 metre wave."

TALK-FILMS ON TRIAL.

CURIOUS CONFLICT OF OPINION.

Some exceedingly frank observations upon the present position, as regards talkies, are to be found in "The Kinematograph Year Book for 1930," just issued.

Under the heading "Year Two of the Revolution" the editor Mr. S. G. Rayment, points out some incongruity in the popular verdicts as to the talk-film.

"Not once, nor twice," he writes "but in a great number of tests carried out by anxious exhibitors in different parts of London and the provinces, the public have been given a vote on the considered question of their preference—silent or talkie." Without exception they have expressed a firm allegiance to the older form of screen entertainment.

On the other hand he notes that "the position taken up by the patron when asked for his opinion is absolutely different from that shown in a practical fashion at the box-office. In spite of an avowed preference for the silent, it is the sound film that has taken big money in every case where direct competition between them has existed."

Mr. Rayment puts this down in some measure to conservatism on the one hand and curiosity on the other. "There has already arrived," he notes, "a decline in the appeal of a mediocre talk-film. Only the best 'talkies' will survive now."

On the whole he considers that the future of the cinema will lie in a mixed programme which should "point a way for quite a fair output of 'silents'."

"The fact remains," he adds, "that very few are available and judging by the work of the studios, there will be a greater shortage."

MR. PEPYS IN HONG-KONG.

This day to the Club at eleven for my morning draft. And while there, do hear that the A.D.C. are once more minded to produce my play "And so to Bed," which do please me mightily as it is as good a play as ever I saw, and moreover the A.D.C. have played nothing well nigh come a year. There, comes friend Povy to discourse with me over our sherry sack, who do tell me, to my great content, that Mr. Hannibal is to play my name part. Which methinks he will do very prettily. Thence to the Office, but Lord! the state of trade be so sad as never was, so that a man must labour ceaselessly for little gain. At night, home and do speak of the play to my wife how that I am minded for us to go. But she doth tell me she must procure a new gowne, as all that she now have are rags. Whereat I am greatly troubled, and God knows how it shall be, for my estate hath never been worse. And so to bed.

IMPORTANCE OF GOOD ACCENT.

MR. WICKHAM STEED ON WRONG ENUNCIATION.

Accurate speech and enunciation whether in the realm of diplomacy or the world of commerce and industry, was declared to be greatly needed to-day in England and America by H. Wickham Steed, president of the Modern Language Association, in an address entitled "The Importance of Accent," before the members of that organization assembled in annual session in London.

"Are the peoples of the world to be for ever condemned to confusion of tongues?" asked Mr. Steed. "Will they never be able to agree upon one medium for the interchange of their thoughts? It is hard to be certain, but for the present international jealousies are too strong to allow of the enthronement of any one living language as universal."

He continued: "I am convinced that the matter of accent is the essential factor in the use of modern languages. It has been well said that when all conceivable international arrangements have been made for the preservation of peace and the outlawry of war, the task of promoting good manners will become more important than ever."

To Avoid Giving Offence. It will not be enough to stop fighting or to substitute international litigation for international fistfights. It will be necessary to avoid giving offence, to respect the feelings of other peoples, to cultivate understanding of their interests, susceptibilities and standpoints, to behave, in short, as though the nations were decent society and not an assemblage of uncouth louts.

"Fortunately, wireless is coming to our aid in disseminating knowledge of right pronunciation and good accent in English, as well as in French and other modern tongues. This raising of the general standard will refine our methods of speech without weakening them or making them 'finicky.' We may not yet, nor is it desirable that we should, a universal accent or type of enunciation, but we may reach a point which will justify any assumption that the purpose of language is to convey intelligible sounds."

Without some mastery of local accents and mannerisms Mr. Steed said, the life of a vagrant Englishman in the United States might be difficult. Irishmen and Scotsmen fared better. Their accents did not fall upon American ears with a suggestion of "remote superiority."

Studying "Political Accents." "If the English and American people are to understand each other," declared Mr. Steed, "they will need very carefully to study each others' political accents—that is to say, the connotations and the traditional implications of words and phrases which may seem identical, no less than the varieties of pronunciation."

Mr. Steed said he wondered whether Stanley Baldwin would have been quite so successful in the United States as Ramsay MacDonald was, had the British electorate decided to retain the services of the former Prime Minister last May. "Mr. Baldwin," he said, "speaks excellent English, with a clear enunciation, but in his tone there is a trace of the 'Harrow voice' or 'Harrow accent,' which might have raised latent resentment in American breasts. But when Mr. MacDonald spoke of the 'world's yearning' for peace, and of his desire that the two peoples should stand together as 'brotherhood' in promoting it, American hearts warmed toward him."

The psychological advantages of a good accent were incalculable. Not least among them was the self-confidence it gave to those who possessed it, and in trade, as in some forms of human intercourse, self-confidence was half the battle. No Englishman who had laboured to learn a foreign language well was likely to display the "take-it-or-leave-it" arrogance shown in the past, declared Mr. Steed, by too many representatives of English business abroad.

GIBRALTAR CUT OFF.

TRAIN SERVICE STOPPED THROUGH LANDSLIDE.

Gibraltar, Feb. 3. Gibraltar is cut off from railway communication with the outside world as the result of an extensive landslide which occurred to-day near the station of Jimena de la Frontera on the line up to Ronda, eighteen miles from Gibraltar.

The landslide is due to the incessant rains. It is expected that some ten days will elapse before communication can be restored.

The Gibraltar Post Office is despatching the mails for England and the Continent via Marseilles by P. and O. vessels.

A special train conveying 200 American tourists from Gibraltar to Granada was compelled to return to Gibraltar.

IRON AND STEEL INQUIRY.

BRITISH VISITORS TO MONTREAL.

Representatives of English iron and steel manufacturers attending the public hearings before the Canadian Tariff Advisory Board in Montreal report interesting facts concerning the Canadian, English and American viewpoints on the relative merits of foreign and domestic products and competitive trade.

Certain Canadian firms, said to be mostly American-owned branches of United States industries, are seeking to obtain a reduction in the proportion of British preference. Prime Minister Mackenzie King's declaration in London, Ont., early in December, of the Dominion Government's reluctance to assume retaliatory or provocative attitude while the Congress of the United States was debating its own tariff problem had a modifying effect upon the Canadian Tariff Board hearings, although its chairman, W. H. Moore, frankly voiced "the general feeling in Canada" that Great Britain should be given a preference over foreign countries.

Canadian importers, especially of mining compressors, pumps, chains, dairy and sawmill machinery, refrigerators, vacuum cleaners, sewing machines and other articles, opposed the application of increased duties on these items, claiming they must have free access to world markets when making purchases. Canadian manufacturers complained that they could not compete with United States firms operating branches in Canada, for such branches were merely "assembling plants" and the duty on parts was sufficiently low to enable American firms to bring in their surplus production.

Machinery constitutes a large part of Canada's imports from Great Britain and representatives of British machinery firms gave information to the board on the cost of production and details of their business. It was shown that imported machinery produced 85 per cent. of the gold refined in Ontario and Quebec provinces.

Discussion of the customs duty on steel chains raised several interesting points. Certain types, upon which higher duties are imposed, are handwelded, and, on the ground that "where life and property are at stake" the British hand-welded chain is superior to the machine-welded Canadian product, a firm of importers asked that the British preference be "free" instead of 16 per cent. as at present. A Canadian chain company opposed, and submitted that workers who made hand-welded chain in Britain were paid about \$15 per week wages, while workers in Canadian factories receive \$50 to \$60 a week.

With regard to a proposal for increasing the duty by 10 per cent. on "green steel bands," the raw material from which saws are made, and which at present is untaxed, representatives of Canadian branches of three United States sawmakers objected, claiming that the creation of a British preference would place their firms under a distinct disadvantage. They had invested capital in Canada in good faith and a duty on raw material would change their whole basis of operations.

A Canadian manufacturer of pasteurizers complained that imports from the United States of that class of dairy machinery were increasing rapidly, while the United States Congress threatened to impose a prohibitive duty on milk and cream from Canada.

GIRLS FOR THE CIVIL SERVICE.

MISS MARGARET BONDFIELD'S ADVICE.

"Everybody is important if they are doing the job they are set to do to the best of their ability," said Margaret Bondfield, Minister of Labour, when speaking on the work of the civil service to 700 schoolgirls from public secondary schools all round London, recently, at the Civil Service Commission. They had been invited to hear Sir Horace J. Wilson, Permanent Secretary, Minister of Labour, but the girls did not disguise the fact that it was Margaret Bondfield who was the chief attraction, for they had never seen a woman Minister before, and one or two of their number had visions of being members of Parliament themselves.

They began to want to help her with "the Nation's housekeeping," as she called the civil service. She did not disguise the fact that some of the jobs were "deadly dull," but they were, she insisted, essential to the whole plan, and she emphasized the importance of the people doing them.

"In modern industrial craft the worker has to become a cog in the machine, but it is a very wonderful machine, and it enables the working girl to have things which Queen Elizabeth never dreamed of possessing! In my particular corner I am in peculiar touch with the lives of the people, but if you take this bigger view, it makes your share, even in what seems routine work, important."

The woman who takes her recreation in change of work, who frequently works 18 hours a day, turned to the girls' games for a simile to drive home her point. She reminded them that those who have their place in a remote corner of the field are just as necessary to the game as those in the front so long as they enter into the spirit of the game and play for their side.

The Permanent Secretary told the girls that it was the machine through which the central Government worked. It was a very old machine, for there were records which showed that the Egyptians had a very efficient civil service. He showed the girls the wide variety of work to be found within the civil service, but warned them that much of it was necessarily routine work, and could not be called "thrilling." Many of them wanted to become political secretaries, but they realized that there were not enough jobs to go round; and one girl is going into wholesale dressmaking instead.

Sir Horace was very definite with regard to the advantage of university training for the civil service, for he said it was best to start in one of the higher grades. "Cajole or coerce your father into sending you to Oxford or Cambridge," he said, "because you are going to try for an administrative post in the civil service. You will need first-class honours, and then some special preparation, but try for it all you can. The salary for women principals is £770 to £950."

He reminded the girls that there was nothing to prevent any one of them from becoming Permanent Secretary to the Minister of Labour. But if they entered the civil service they must give up hope of being the Minister, for they must not take an active part in politics.

He suggested a duty of 20 per cent. on American pasteurizers, but was willing to let British machinery come in free.

The Very Idea!

"The late Sir Charles Monro," writes a military correspondent of the *Morning Post*, "was a real 'soldiers' General' of the old-fashioned kind the soldier loves."

"Sir Charles first saw active service on the North-West Frontier, and it was a habit of his to stop and speak to any men wearing the ribbon of the medal given for that campaign. One day, seeing an old soldier wearing it, the General said, 'Well, I see you, too, were on the Frontier. I wonder if you can remember me?' 'Yes, sir,' said the soldier, 'you were in the Blankshires,' naming an Irish regiment of which apparently the General was not fond."

"Blankshires be damned!" was the reply. 'I was in the Queen's, and don't you forget it!'

"It was little incidents like this which endeared him to his undefeated, undefeatable men."

"Dear Doc.—I don't go to church. The first time I went they threw water on me; the second time they tied me to a woman for life."—Woman Hater.

Clerk at Southend.—Do you plead guilty or not guilty? Elderly Man.—Only ignorance; I don't know what you classify that as.

Man at Marylebone.—I am a permanent casual docker. I am a casual worker under a permanent system, if you know what I mean.

Woman, explaining at Tottenham why a boy did not attend school.—He was put into long trousers, and then thought he was a man.

Bow County Court Witness.—She went by on her motor-cycle like a flash of lightning. I just had time to notice that she was slightly cross-eyed.

Solicitor at Bow County Court.—How do you remember that it was August 8 that this dog bit your daughter? Woman.—Because it was the anniversary of my wedding day.

In the company of medics the other evening (says a writer) the following tale was told. A Scots farmer was suffering from rheumatism, and his doctor, after doing his best with what proved a rather obstinate case, advised the patient to consult a specialist in a neighbouring town. This the farmer did.

The specialist advised a course of spa treatment, preferably at Harrogate. The farmer asked what that meant, and the specialist told him it would involve a railway journey, staying at an hotel for perhaps a month, and a course of baths and waters under the supervision of a Harrogate doctor.

What would the cost be, the farmer asked, and he was told it might run him into £40. He paid the specialist his fee of two guineas, and said he would think it over.

When he got home the Scot saw his own doctor again. "Well, what did the specialist say?" the latter asked, and the farmer told him.

"And have you made up your mind?"

"Aye, I've decided to buy another shilling bottle o' embrocation."

The traffic was held up by a motor car that had stopped in the middle of the road and refused to restart. Over its bonnet bent its owner, furiously but vainly "winding her up."

A wag who was passing, paused to look for a moment, and then made the comment, "Hey, mister, y'd be better to buy one o' these eight-day ones!"



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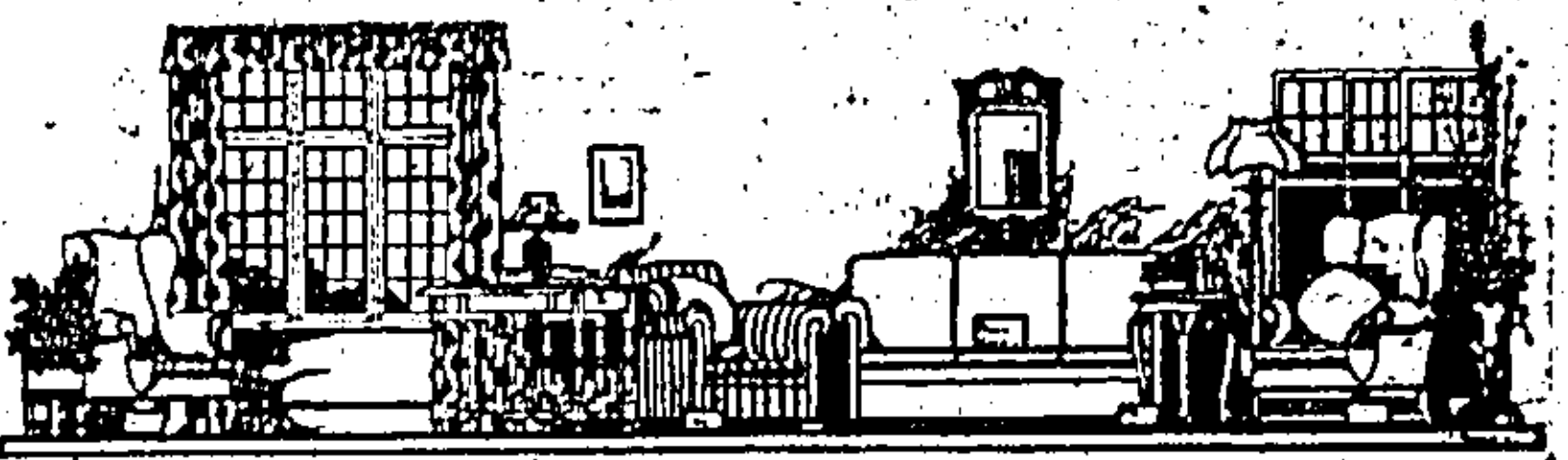
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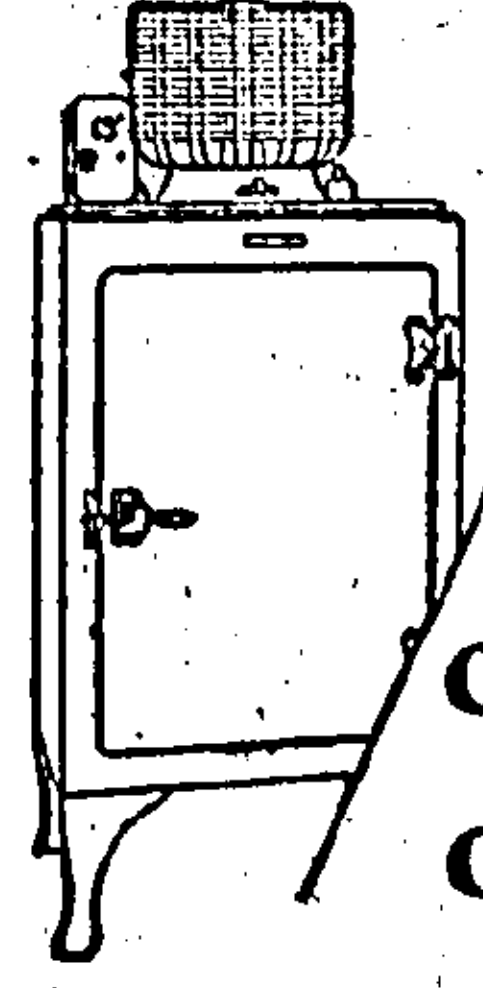
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NAVY MARATHON.

YESTERDAY'S EVENT FOR SMALL SHIPS.

The annual Small Ships' Marathon race, which was held yesterday in weather which was suitable for the event, attracted over 50 competitors comprising nine teams. A team from H.M.S. Tarantula won the silver cup for the second time in succession, and the first man in was A. B. Shawyer (H.M.S. Moth) who covered the three miles course in the excellent time of 15 min. 49 secs.

There was a large crowd of spectators, including many naval ratings and ladies, to see the start and finish, on the new road on the Frayn Reclamation, opposite to the Naval Canteen. Commander Baker got the runners away in a good start on their way round Happy Valley and back.

After the race, which was well run, had finished, the winning team lined up and the captain (Lieut. Johnston) received the cup from the hands of Commodore R. A. S. Hill, who congratulated the Tarantula team on their success, amid the plaudits of the onlookers. A medal was presented to each member of the team, which included the following—Lieut. Johnston, and Messrs. Holland, Gilmore, Robinson, Taylor and Ellis. A. B. Shawyer received a small silver replica of the cup.

Following the presentation, those present gave three hearty cheers for the Commodore.

In the teams of six, only five counted in the finish, and the team with the least number of points against them won. The full result was as follows.—Tarantula (66). Serapis (85), Sirdar (88), Bruce (95), Herald (122), Tamar (166), Petersfield (170), Moth (189), Sandwich (192), Sennew (207) and Seraph (228).

Excellent Times.

It is interesting to note the times of the first three home:

A. B. Shawyer, 15m. 49s. (H.M.S. Moth).
Lieut. Freer, 16m. 07s. (Sirdar).
Lieut. Johnston, 16m. 08s. (Tarantula).

The length of the course being 3 miles and 200 yards, this must be considered a remarkable time for a road racing. The Royal Navy's official record for 3 miles track racing is 15m. 34s.

The winner's time last year was 17m. 20s.

The Tarantula team is to be heartily congratulated for winning the event for the second year in succession, especially as this ship has not had the opportunities of some of the others for training. Serapis was the "dark horse" of the entrants. Petersfield was disappointing, after having been in Serapis' place last year.

LOCAL CRICKET.

KOWLOON CRICKET CLUB TEAMS FOR TO-DAY.

The following have been selected to represent the K.C.C. in their friendly fixtures against the C.S.C.C. to-day commencing 2 p.m.:

1st eleven v C.S.C.C. at Happy Valley.—W. Bruce (Capt.), E. C. Fincher, E. F. Fincher, F. Goodwin, A. T. Lee, F. Zimmer, D. Laing, N. H. Ross, W. C. Hung, G. A. V. Hall, H. Gregory.

2nd eleven v C.S.C.C. 2nd at K.C.C.—H. Overy (Capt.), Geo. Lee, F. S. W. Smith, N. A. E. Mackay, A. J. Kew, J. J. Hirst, D. W. Gregory, O. B. Raven, A. R. F. Raven, J. Fraser, H. Marlow.

Volunteers v University.

The following will represent the Volunteers against the University Past and Present at the University ground at 11 a.m. on Sunday.—E. J. R. Mitchell (Capt.), Capt. R. C. Strachey, K. R. Batger, A. Reid, N. A. E. Mackay, R. M. Wood, E. R. West, B. L. Stock, D. R. Kelly, F. E. Skinner, G. A. V. Hall.

Indian R.C. Teams.

The following will represent the Indian R.C. in their cricket matches to-day:

1st XI v H.K.C.C. friendly (Away): A. el Arcelli, A. H. Madar, A. M. Rumjahn, A. K. Minu, A. R. Minu, O. Ismail, S. A. Ismail, A. T. Barma, R. Nazarin, A. R. Abbas, and A. N. Othar.

2nd XI v R.A.O.C. League, (Home): M. P. Madar, H. T. Barma, A. R. Sufiad, A. S. Sufiad, J. E. Ascher, F. M. A. Arcelli, A. H. Esmail, S. Ismail, Sirdar Kahn, D. Mohamed, and M. R. Abbas.

Match Postponed.

The Royal Navy versus University C.C. Division I League match, arranged for to-day, has been postponed to a later date.

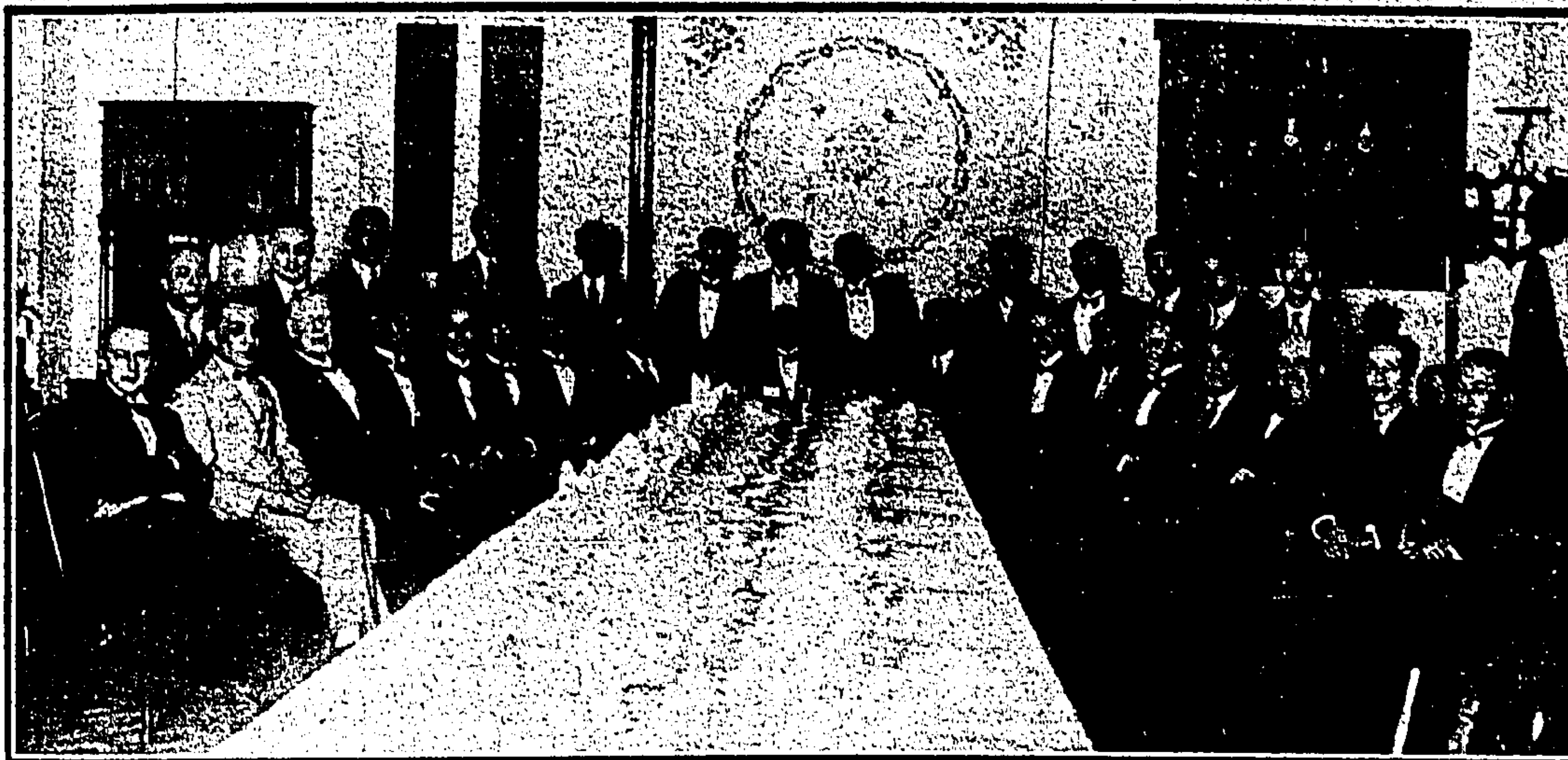
THE MIAMI FLASCO.

WAS FILM CENSORED?

New York, Mar. 7.
The question of whether the Scott-Sharkey fight film was censored is likely to be decided in the courts.

Henry Sonenshine, the owner of the Sports World film exchange, has instituted proceedings against the New York Daily Mirror, claiming \$50,000 damages for libel for alleging that four blows were deleted from the film of the fight.—*Reuter's American Service.*

The forthcoming wedding is announced of Alexander Rutherford Owens, of the British Consulate, Tamsui, Formosa, to Miss Joanna Hall Blackstock Owens, travelling to Hongkong on board the s.s. Rajputana.



Photograph taken on the occasion of a dinner given at the Kam Ling Restaurant by the local clerks of the Naval Store Office to their officers and colleagues to mark the departure of Messrs. A. J. W. Ashby, S. J. Heath, E. R. Robinson, W. E. Bell and H. Beer. (Photo: Mee Cheung).

GARRISON NEWS.

THE ROYAL SIGNALS GO OVER TO KOWLOON.

The detachment of the Royal Corps of Signals has moved from Wellington Barracks to Whitfield Barracks, Kowloon, and has thus severed its connection with the Royal Engineers in Hongkong for the first time since the inception of the Corps.

However, the detachment is confident that it will be able to maintain the prestige of the Corps in many fields of sport, and to that end, they have their own Sports Club, and have organised teams to play football, hockey and tennis. They have two hard courts, and will run tournaments. They also desire friendly matches with other units in the Garrison, and fixtures can be arranged. Under the command of Major Harris, Command Signal Officer, with Captain Darling as Company Officer, and Lieut. Gough as Sports Officer, they will prove themselves competent to deal with most of the teams sent to play them.

Navy Football.

The Stokers of the sister-ships, Iroquois and Herald, played a friendly game of football on the Dockyard ground yesterday afternoon, the result being a draw of two goals all. Fell opened the scoring for Iroquois midway through the first half, and added another score before Nobes, the referee, blew up for half-time. Soon after resuming, Townsend reduced the lead, and Wyatt was penalised later, for Merwood to score from the free-kick.

Stokers, Iroquois.—Oliver, Dalton, Sawyer, Wyatt, Allison, Bell, Daley, Hall, Fell, Brookes, Hall.
Stokers, Herald.—Lewis, Bagwell, Rees, Pittam, Merwood, Percival, Townsend, Hocking, Williams, Jago, Baird.

RUPERT BROOKE.

Lines Written in a Hostel.

High Wycombe, Feb. 3.

The unspoiled neighbourhood of the Chiltern Hills, in Buckinghamshire, was from time to time visited by Rupert Brooke, to perpetuate whose memory it is proposed to erect a memorial in the island of Scyros, in the Aegean, where he died.

It is recalled that Brooke occasionally stayed at the Pink and Lily, a quaint little isolated hostelry overlooking the Vale of Aylesbury; and on one occasion, when accompanied by a friend, he wrote the following lines, which were displayed in the bar-parlour:

Never came there to the Pink
Two such men as we, I think;
Never came there to the Lily
Two men quite so richly silly:
So broad, so supple, and so tall,
So modest and so brave withal,
With hearts so clear, such noble eyes,

Filled with such sage philologies;
Thirst for Good, secure for Truth,
Fired by a purer flame than youth,
Serene as age, but not so dirty.

Old, young, mature, being under thirty,
Were ever two so fierce and strong
Who drank so deep, who laughed so long,
So proudly meek, so humbly proud.

Who walked so far and sang so loud?

THE HOCKEY CLUB.

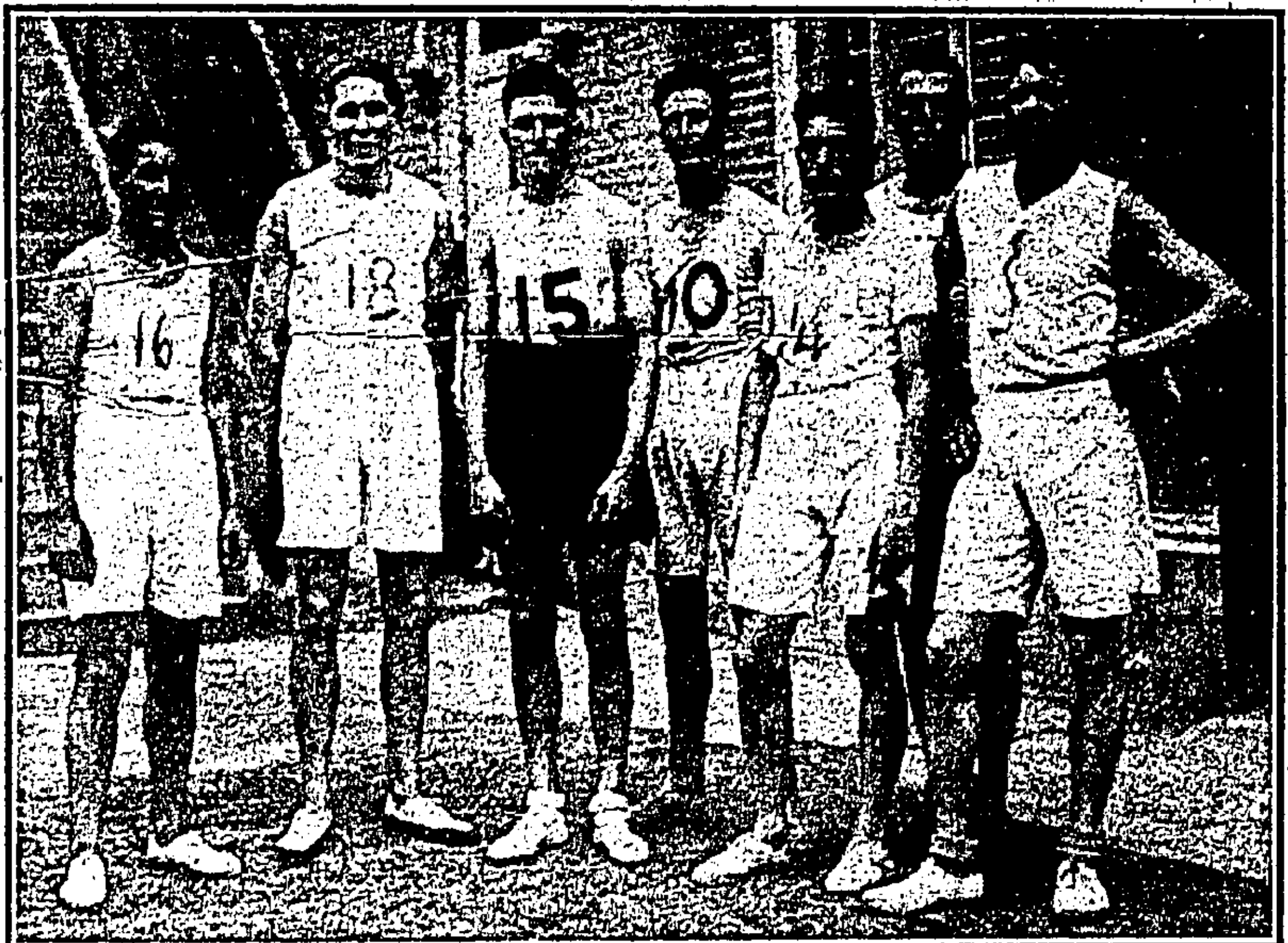
SECOND TEAM TO MEET CLUB DE RECREIO.

The following will represent the Hongkong Hockey Club's second team in their match with the Club de Recreio at King's Park at 5 p.m. on Monday.—W. Borrowman, G. A. Plummer, L. F. Nicholson (Captain), L. A. R. Duncan, H. O. Davis, M. E. H. G. Mills, Major Kerrie, A. Peter, A. N. Othar, D. M. MacDougall and S. Wade.

THE KOWLOON MARATHON RACE.



Above are seen the starters in the Kowloon Marathon Race, organised by the Committee of the St. Andrew's Club, which took place on Monday. Bugler White, of the Somersets (fourth from left) won in record time. (Photo: Mee Cheung).



Some of the contestants in the Kowloon Marathon. Bugler White (winner) is third from right; Pte. Adams (2nd) third from left; and Marine James (3rd), second from left. (Photo: Mee Cheung).

BATSMEN TRY TO GET OUT.

GUILE MATCHED BY GUILE.

Brisbane, Feb. 3.
The methods adopted on Saturday by Queensland and Victoria, who are playing a Sheffield Shield match here, have been strongly criticised.

In an attempt to defeat, in some measure, Victoria's policy in putting in Queensland to bat first on a sticky wicket, it appears that Oxenham, Queensland's captain, instructed his men to throw away their wickets so that Victoria would be called upon to bat before the wicket could have improved.

The Queenslanders obeyed, and were all out for 80, but not before a counter-effort of Victoria's had made itself obvious.

Ryder, the Victoria captain, perceiving Oxenham's scheme, refused to attempt to throw down Thurlow's wicket when that batsman was well out of his ground. Reports do not state whether Thurlow, in view of Oxenham's instructions, had made no attempt to get back to his crease, but this might have been the case.

Again, Ellis, the Victoria wicket-keeper, twice refused to stump a batsman, but the climax came when Marshall knocked his own wicket down.

Queensland's tactics succeeded to the extent that, although they were all out for 80 on Saturday, Victoria had to bat on the same wicket. Thanks to Ryder, however, Victoria made 82 for 3 on

Saturday, and to-day took the total to 313, Ryder scoring 168. The crowd on Saturday was equally angry with both sides.

A Precedent.

For an exact parallel to what took place at Brisbane on Saturday (writes Mr. P. F. Warner) we have to go back to the Surrey v Sussex match at the Oval in 1887.

"The last two or three Surrey men had been told to hit and get out quickly," according to Wisden, "but Bowley kept running up the pitch and endeavoured in such a palpable manner to get stumped that Mr. Dudney, the wicket-keeper, did not try to put down the wicket."

"The ground at this point was playing most treacherously, and as, by keeping their opponents in, the Sussex men lessened their own chance of defeat, the play for a while became absolutely farcical."

"Been in one over bowled no fewer than eight no-balls, in order to prolong the Surrey innings, while Bowley continued for a while his curious tactics. Why he did not do at first what he eventually did—tread his wicket down—must always be a matter for wonderment."

This sort of thing is unfortunate but the perpetrators must be credited with having acted, as they thought, in the best interests of their respective sides.

Still, it is not the kind of thing that we can do with except at very long intervals, especially as it would be difficult, one would imagine, to frame a law to meet such instances.

KING OF GAOL BREAKERS.

MASTER BURGLAR ESCAPES IN GERMANY.

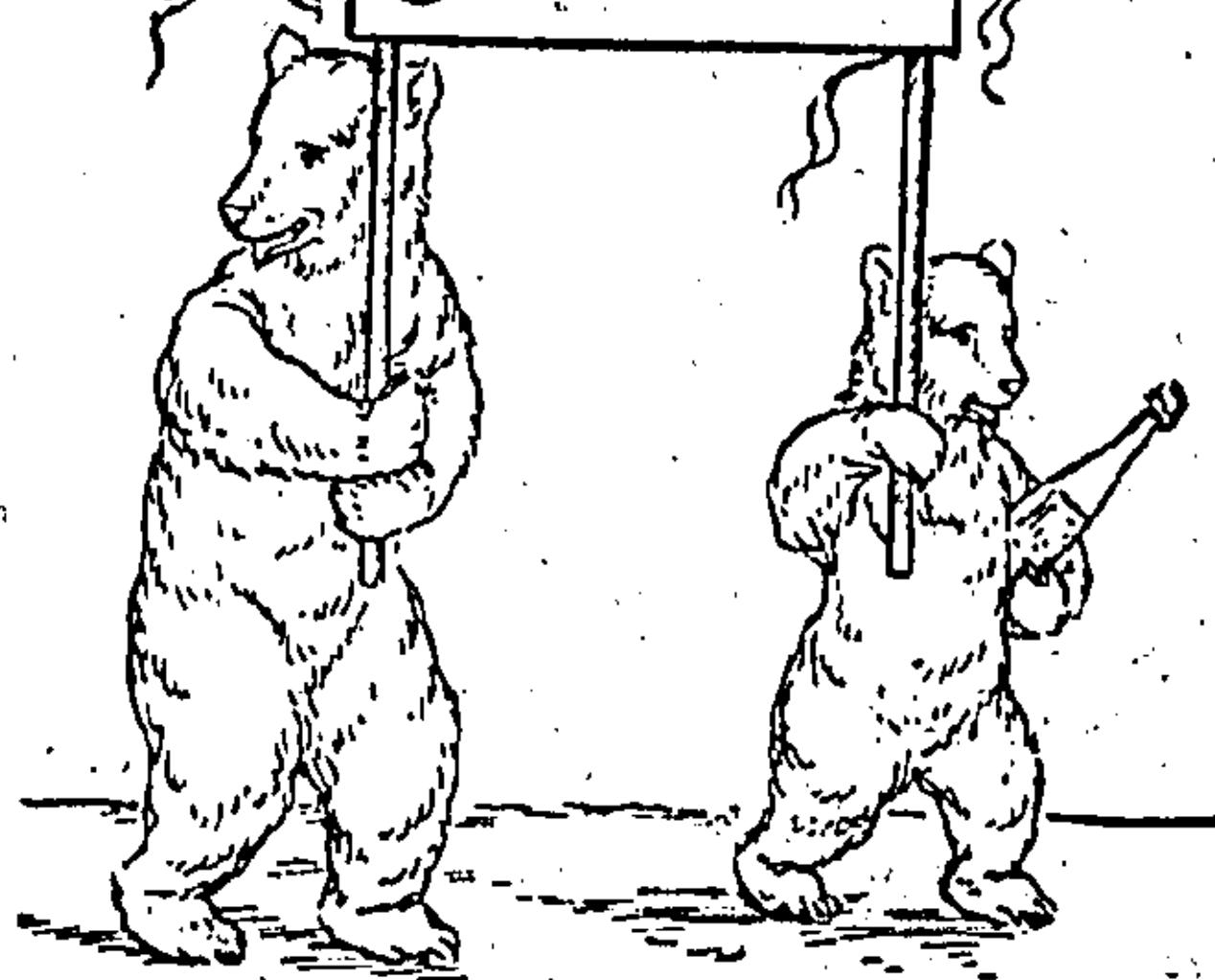
Berlin, Feb. 3.

Henry Sandowski, king of gaol breakers and master burglar of international reputation, has just escaped from the Tegel prison, where he was doing two years and four months hard labour before being handed over to the New York police for earlier burglaries on a still greater scale.

He appeared at the Virchow hospital in Berlin in August, 1928, ill with typhoid; he gave himself out to be a sailor and asked the authorities to take great care of his sea-chest. Some curious person opened it, however, and found a quantity of valuable jewellery which Sandowski claimed to have received in Russian ports in exchange for food. The police, however, were suspicious and circulated descriptions of their finds throughout the world.

The New York police identified them as the hauls of burglaries in New York and Florida. Meanwhile, Sandowski had disappeared into the Berlin underworld and committed further burglaries. He escaped to-day by climbing over a high wall. In American gaols he was well-known as the prime mover of prison mutinies. He used the disorder caused by them to escape on more than one occasion.

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COAL MINES BILL.

**MR. GRAHAM ON COST OF
ADMINISTRATION.**

Mr. Graham (President of the Board of Trade), in moving the financial resolution for the purposes of the Coal Mines Bill, in the House of Commons, explained that 21 district investigation Committees were to be appointed for the purpose of protecting the interests of consumers. There would also be a National Committee, and power was taken to amalgamate the districts. Further, it was proposed to set up a National Industrial Board to consider hours of work and conditions of employment. For these purposes it was estimated that a sum of £35,000 per annum would be required.

In amendments to the Bill which he had put down, he proposed the setting up of a body called the Coal Reorganisation Commission, whose duty it would be to survey the whole field in the coal mining industry and ascertain how best amalgamations of the colliery undertakings could be achieved on a compulsory basis.

If this proposal were agreed to, no doubt numerous schemes of amalgamation would be promoted on a voluntary basis, and to that extent the expenses of the Commission would be reduced. It was estimated that £250,000 per annum would cover the remuneration and other expenses of the Commissioners making a total outlay of £285,000. That, however, was quite a provisional forecast.

It was also proposed to remove the limit of £250,000 per annum which could be expended by the Mines Department. In connexion with amalgamations, the administrative expenditure would be borne by the Department, but the technical and other expenses on the question of whether amalgamation was possible or desirable and the terms on which it was to be carried out would be recoverable from the industry itself.

Practical Difficulties.

Sir P. Cunliffe-lister complained that critics of the Bill would be precluded in Committee from moving amendments that involved any financial charge that went beyond the terms of the financial resolution.

Mr. Graham thought that the resolution was sufficiently elastic, but said that if it were found to be not so, he would be willing to re-commit the resolution for amendment.

Sir P. Cunliffe-lister did not think that would be a practical way of getting over the difficulty. Dealing with the work of the Reorganisation Commissioners, he asked who were to be the Commissioners and on what principle were they to proceed?

He agreed that a number of amalgamations could be usefully made, but they should be producers' amalgamations out of which no promoter would take any money. It would be easy for the Commissioners to find weak and inefficient pits that would be only too glad to be taken over by strong concerns, but they should not use machinery of this sort to bolster up poor pits.

He did not believe in wholesale compulsion where those engaged in the industry did not favour it. He formally moved the rejection of the resolution.

Mr. Lloyd George's View.

Mr. Lloyd George (L. Carnarvon Boroughs) suggested that after a general debate the President of the Board of Trade should withdraw the resolution and reintroduce it in a form which would cover all fair amendments, on the understanding that there should be no further discussion.

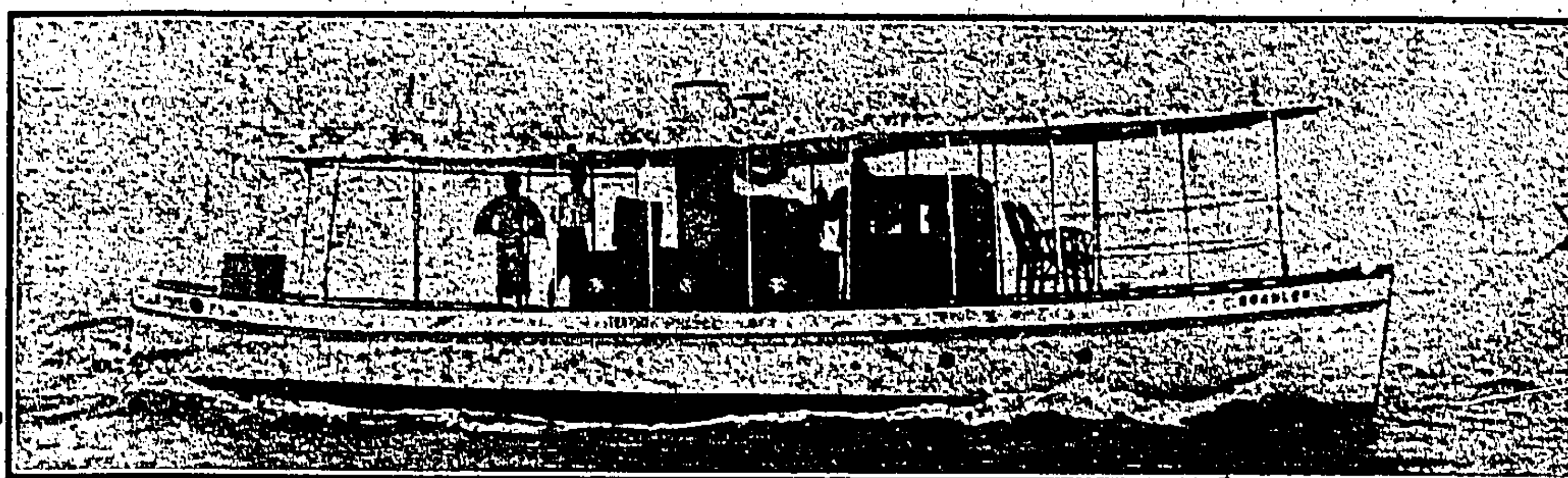
For his part he attached great importance to the resolution permitting amendments on the subject of valuation in cases of amalgamation. Certain amalgamations in South Wales had been disastrous from the producers' point of view. There had no doubt been—he did not like to say plunder—but a certain amount of cash not represented by any value. It was vital that mines should be acquired on their real value, and that worthless undertakings should not be bolstered up.

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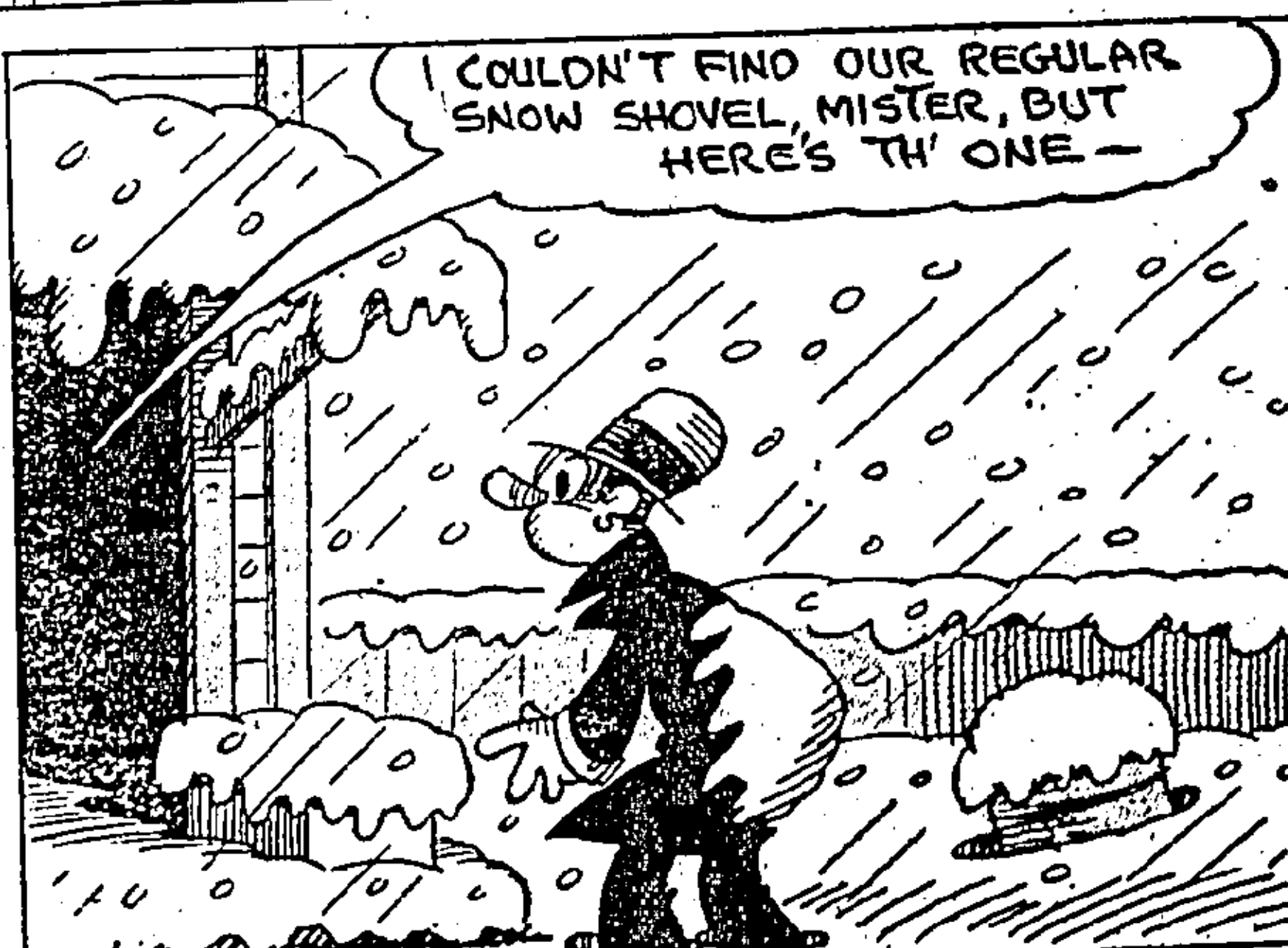
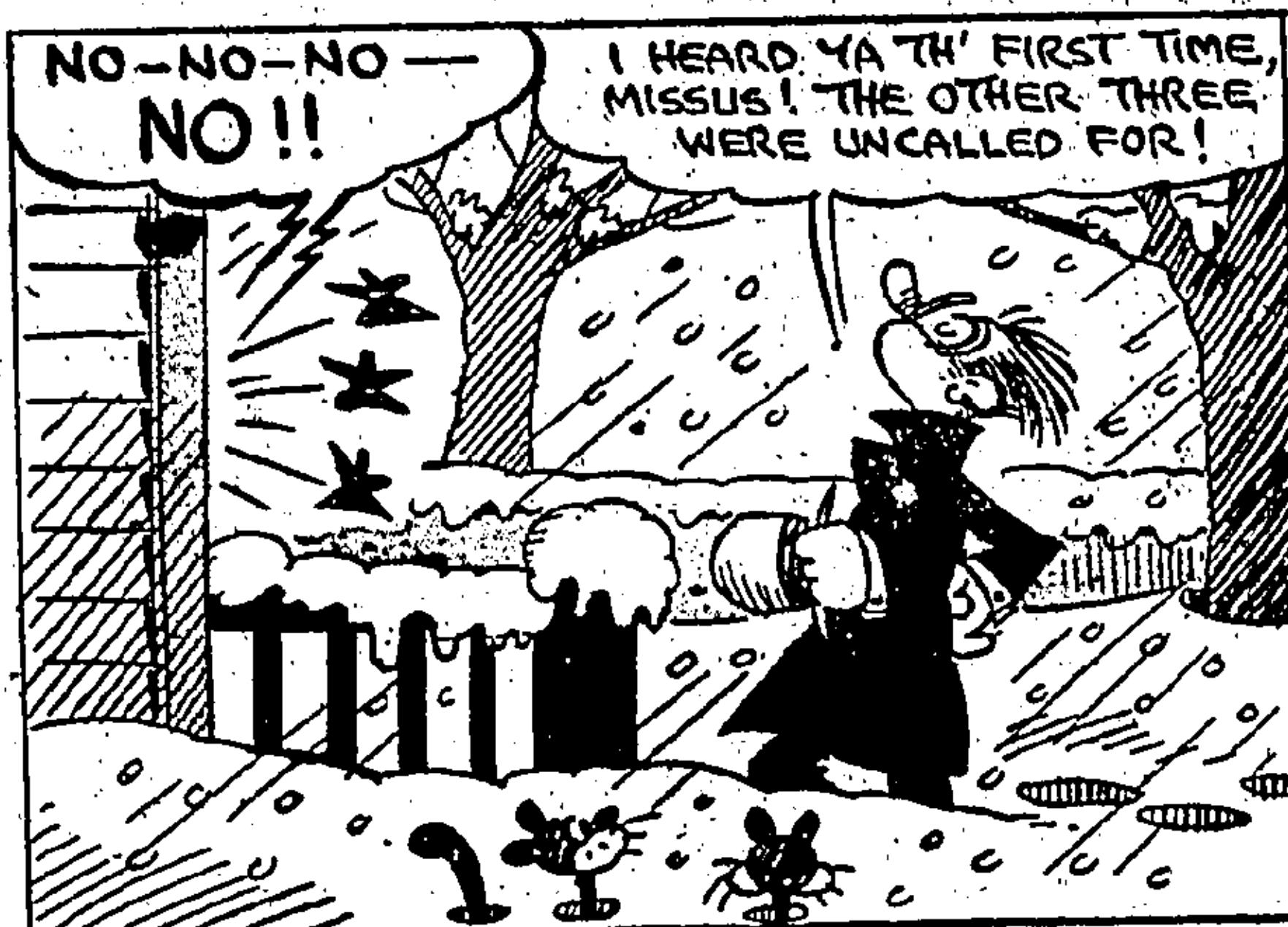
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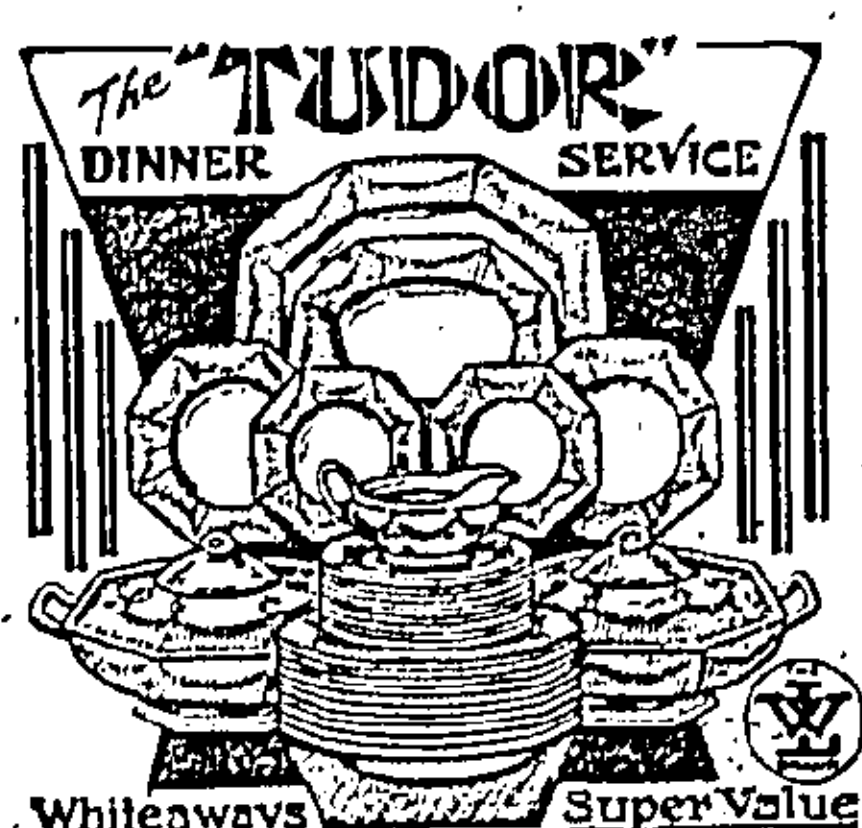
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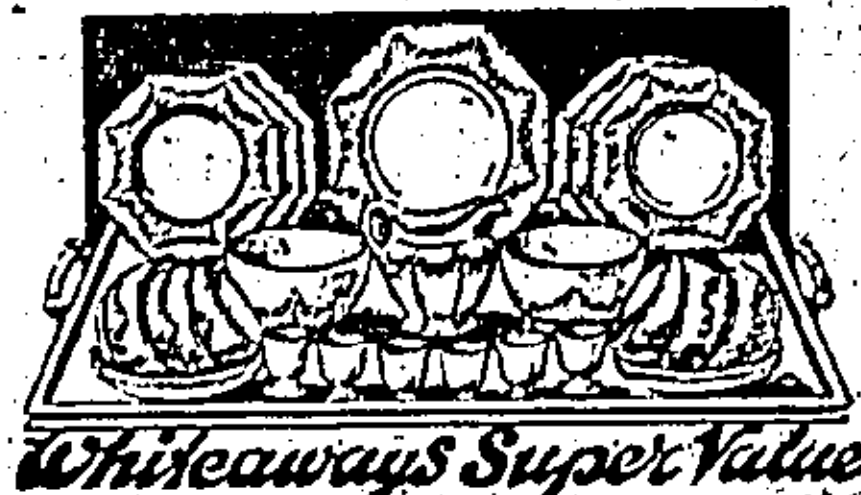
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Empress of Canada	Aug. 20	Aug. 23	Aug. 25	Aug. 27	Sept. 5
Empress of Russia	Sept. 10	Sept. 13	Sept. 15	Sept. 17	Sept. 25
Empress of Asia	Sept. 20	Sept. 23	Sept. 25	Sept. 27	Oct. 5
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
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"YELLOW DRAGON."

BRIGHT ISSUE OF QUEEN'S COLLEGE JOURNAL.

We have to hand another issue of *The Yellow Dragon*, the monthly publication of Queen's College. We notice that the issue does duty for two—January and February—a fact doubtless accounted for by the long Chinese New Year holiday.

The number is a bright one, containing a very interesting article by the Rev. H. R. Wells, on Dr. Robert Morrison, a further article on the flowering plants of Hongkong, by Mr. A. H. Crook; Class Notes; and the Headmaster's speech at the annual Speech Day. Several illustrations are also included.

Editorially, the impending departure, on Home leave, of the Headmaster (Mr. Crook) is referred to, the writer remarking that the departure is made all the more significant as it is not at all certain that Mr. Crook will return. The comment continues:

It is unfortunate that these periods of home leave, are, so necessary, for a change of headmasters and then a change back again after less than a year, is bound to be rather disorganizing. But headmasters, although considered by some to be more than human, and by others to be inhuman, are very human in the fact that like other men they require home leave, and apparent-

ly the only way to prevent the break in leadership would be for the whole of Queen's College to go to England on leave with Mr. Crook. This would not be establishing a precedent, for several great teachers of the past have had their disciples who have travelled around with them, and indeed there is much to be said for the plan. The staff and the boys would no doubt accept it with great delight—provided some beneficent government or private individual could be prevailed on to find the necessary money—but

THE GASTONIA CASE.

MEN ACQUITTED OF SECOND DEGREE MURDER.

New York, Mar. 7. A message from Charlotte, North Carolina, states that the five Gastonia textile workers, charged with murder in the second degree of Mrs. Ella May Wiggins, have been acquitted.

Mrs. Wiggins was shot dead last September while travelling on a lorry which was loaded with strikers. The trial was removed, in January of this year, from Gastonia to Charlotte, owing to feeling running high, consequent upon unpleasant incidents arising from the cotton strike in the district.

The five men charged with murder in the second degree and now acquitted were anti-Communists.

—*Reuter's American Service.*

We doubt whether Mr. Crook would be quite as delighted. Six hundred odd boys would be rather a large band to cater for, especially as Mr. Crook is addicted to walking in the wilderness, and in these days another fall of manna could hardly be expected.

A Great Loss.

There being but small prospect of anyone providing the funds, it seems that at best we must face the absence of Mr. Crook for nearly a year. This will be no small thing. The staff will miss a headmaster with whom it has been a delight to work; the boys been a delight to lose Mr. Crook. No Colony can ever afford to lose one who is such an active lover as Mr. Crook is, one who is, moreover, willing to work for and actively encourage learning, and all that learning stands for. The *Yellow Dragon*, too, will be the

BIG FACTORY BLAZE.

TEN PERSONS KILLED NEAR MACAO.

Ten persons, including some women, were killed, and fifteen others injured, during a destructive fire which occurred at a Chinese fire-crackers factory at an island opposite Macao, on Wednesday evening. The fire originated in the premises of Messrs. Kwong Hing Shing, who deal in fire-crackers.

Fire brigades from Macao responded promptly, but it was found that many workers were, trapped in the burning premises, where crackers exploded, adding to the panic. Three or four women are believed to be among those killed. It is understood that about forty workers were there when the fire occurred.

As the blaze was confined to an island, the outbreak did not threaten the other districts of Macao.

poorer, for A.H.C. has been a never failing contributor, both in verse and prose, and his articles on the flora and fauna of Hongkong have given the magazine a real value and have often been the sole comfort of a despondent editor.

Mr. Crook would doubtless be very much averse to our writing anything about him at all, but we feel sure that the *Old Yellow Dragon* himself, if he could be present in person, would belch forth a little extra fire and smoke as a salute to commemorate this occasion. And being responsible for the literary mouth-piece of the *Dragon*, we should hate to fail to give some expression to what we are certain are his feelings, lest we fall into the jaws of the *Dragon's* real mouth-piece.

Personally, and on behalf of Queen's College, we wish Mr. Crook a good voyage and a very good holiday.

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"TALTHYBIUS" 27th Mar. Victoria, Vancouver & Seattle
"LIXON" 10th Apr. Victoria, Vancouver & Seattle

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Yokohama Maru	Friday, 4th Apr.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via		Saturday, 8th Mar.
Singapore, Penang, Colombo & Suez.	Saturday, 22nd Mar.
Haruna Maru	Wednesday, 26th Mar.
Kamo Maru	Wednesday, 23rd Apr.
SYDNEY & MELBOURNE via Manila & Ports.		Monday, 11th Mar.
Tango Maru	Saturday, 5th Apr.
Aki Maru	Monday, 10th Mar.
BOMBAY via Singapore, Penang & Colombo.		Friday, 14th Mar.
Sado Maru	Wednesday, 19th Mar.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,		Thursday, 20th Mar.
Los Angeles, Mexico & Panama.	Sunday, 9th Mar.
Ginyo Maru	Wednesday, 12th Mar.
SOUTH AMERICA (EAST COAST) via Singapore,		Wednesday, 12th Mar.
Capetown & Ports.	Monday, 17th Mar.
Kawachi Maru	
NEW YORK, BOSTON via Panama.		
Taketoyo Maru	
Mayebashi Maru.	
LIVERPOOL via Port Said, Constantinople,		
Genoa & Marseilles.	
Lyons Maru	
CALCUTTA via Singapore, Penang & Rangoon.		
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TO OSAKA via AMOY, MOJI & KOBE	Hosang Kumsang	Wed. 26th Mar at 7 a.m. Wed. 2nd Apr at 7 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Suisang Yunsang	Fri. 14th Mar at 3 p.m. Thurs. 27th Mar at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Mon. 17th Mar at 3 p.m. Sat. 29th Mar at noon.
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LONDON RELAYS.

IMPROVING COLONY'S BROADCASTING.

Lecturing on broadcasting at the Institution of Engineers and Shipbuilders last night Mr. W. L. E. Miller pointed out that the local broadcasting organisation suffered from lack of talent and suggested that every way of improving the relaying of distant stations should be explored.

In the first part of his lecture Mr. Miller dealt with the theoretical side of broadcasting, giving a lucid description of the functions of a transmitter. He went on to deal with the historical side of broadcasting and pointed out that it was inaugurated in America in 1921 when the results of the general election were broadcast from the General Electric Company's station at Schenectady. In the same year the Marconi Company carried out a series of experimental broadcasts from Chelmsford and this was the first successful broadcasting in Europe from an entertainment point of view.

Mr. Miller went on to deal with the formation of the British Broadcasting Company as it was called in its early days and to trace the development of broadcasting at home.

Turning to this part of the world, he said that in the East and Far East, Japan was the only country with a well developed broadcasting organisation. There were several powerful stations in the chief cities, many of which could be heard in Hongkong. In other Eastern countries broadcasting had been handicapped by the general low standard of living amongst the native population on the one hand and by the smallness of the European communities and consequent lack of talent on the other.

Stations in China.

The Indian Broadcasting Station had had rather an unfortunate career, mainly due to the lack of revenue owing to the apathy of the Indian Government in collecting licence fees and the consequent large numbers of pirates. Mr. Miller added that the Company had been forced to curtail its service, and it was now rumoured that it may have to close down altogether.

Continuing, Mr. Miller said.—In Manila a station is run by the Radio Corporation of the Philip-

pines and next to our local station and Canton, it is the most easily received station in this Colony, for its shortwave transmissions come in with tremendous power on a well designed set. This station likewise suffers from lack of talent, for the programmes are largely made up of gramophone records.

There are several broadcasting stations in China, including two in Shanghai and one in Canton. The former broadcast a goodly proportion of European music, but are somewhat difficult to receive here, and it has to be a first class set and a good night to get satisfactory reception from them. Canton, of course, can be received on almost any kind of a set, but as the programmes consist almost entirely of Chinese entertainments they are of interest to Chinese listeners of the Colony.

Hongkong Broadcasting.

Turning to Hongkong itself, the first attempts at broadcasting took place at the end of 1922 from a 100 watt set at the Hongkong Hotel. This service only lasted a few months. During 1923 a small transmitter broadcast for a short time from the Kowloon Hotel, but after this, it was not until 1926 that the Radio Society commenced broadcasting from the South China Morning Post Building. This service likewise closed down after a few months, mainly, I believe, owing to lack of finance.

Early in 1928 experiments were carried out from the Lee Theatre under the auspices of the Y.M.C.A. Entertainment Committee but their continuance was rendered unnecessary when the Government started broadcasting from the Peak in 1928. Starting in a small way and in spite of very little encouragement from listeners, the service has been gradually improved and extended until to-day we have a daily service of several hours. The station now has a well equipped studio and the quality of its transmissions, especially of the gramophone records, is extremely good.

Handicapped as they are in the matter of finance, I think those in charge have done very well, for they are always trying some new stunt to keep the programmes interesting and varied and the latest experiment of relaying distant stations is a development which I think is to be encouraged, for in this direction lies the solution of the problem of lack of talent. I would urge them to explore every

ACCIDENTAL DEATH.

INQUEST ON THE U.S. DELEGATION TYPIST.

London, Mar. 7.

At the inquest held on Mrs. Demart, a typist of the U.S. naval delegation, who fell out of a window of her hotel in London, a verdict of accidental death was returned.

The evidence showed that she apparently slipped while putting some flowers, sent her by Mrs. Stimson, on her windowsill.—*Reuter.*

way of improving this relaying for, if listeners were reasonably certain of getting even the two hours' lunch time programme from London every night, there would be a tremendous fillip to the sale of licences.

Receivers for Local Use.

Mr. Miller went on to deal with the problem of receivers and receiving in general. Mr. G. F. Taylor assisting in a number of demonstrations given at this stage.

Mr. Miller said that in Hongkong he had heard Calcutta at fair strength on a two valve receiver. He recommended a three valve receiver for use in Hongkong and said that it would give good loud-speaker strength from Canton, while, after dark, Manila, Shanghai and Japan could be frequently heard. The usual four valve set was in his opinion the most useful all-round set for a listener in Hongkong. On one of these he had received practically all the medium wavelength stations which could be heard in Hongkong, including Bangkok and Khabarovsk.

In conclusion, Mr. Miller expressed his thanks to Mr. Taylor for so ably carrying out the demonstrations and to those firms and gentlemen who had lent apparatus.

University Society.

At the conclusion of the lecture, Prof. Middleton Smith moved a hearty vote of thanks to Mr. Miller, and endorsed the hope expressed by the lecturer that the Radio Society would be revived. He said that the students of the Hongkong University had started a society, and remarked that for a subject like radio all enthusiasts should get together.

The speaker complimented Mr. Miller on his lecture, and said that if he had stimulated local interest in that very important and interesting subject he would be a public benefactor. He also thanked Mr. Taylor and Mr. Waterton, and congratulated the Institution on having printed copies of the lecture available because of the technicalities which it contained.

It was hoped, continued the speaker, to have a lecture on "Television" given at the University next week, or the week after, because it seemed to be an interesting sequel to the one they had had that night. Referring to the subject of television, the speaker foresaw the time when stage acting would be relayed to the homes of thousands of people at the same time.

Mr. L. J. Blackburn announced that Professor Middleton Smith would be delivering a lecture on "Measuring Instruments" at the Institution, on April 11.

CHINESE OFFICERS.

SHANGHAI COMMENT ON B.O.T. CERTIFICATES.

Commenting further on the proposal to allow Chinese nationals to sit at the Board of Trade Examinations for Master, First Mate and Engineer, *Shipping and Engineering* says:

Actually, the matter seems still to be shrouded in a good deal of mystery, and in view of the Hongkong Government's official statement made on December 10, 1929, to the effect that the arrangements for the examination of Chinese nationals had been made with the "full concurrence of the Board of Trade and with the approval of the Secretary of State for the Colonies," it is very difficult to appreciate, at its proper value, the statement of the President of the Board of Trade on February 25 "that he was unable to indicate the precise way" in which the letter could be used. The Hongkong Government Notice was issued so long ago as November 22 last, and it is hardly conceivable that the Hongkong Government, in obtaining permission from the Home Government for a departure from the provisions of the Regulations regarding examinations for certificates of competency, failed to submit full and sufficient reasons for that departure, or that, correlatively, the Home Government gave permission without full information as to why the change was desired. Sooner or later but inevitably the real reason must come to light, and it is difficult to see or appreciate why the present policy of reticence is persisted in. It has been suggested that the Hongkong Government Notice is the result of representations from Nanking that Britain give facilities for suitable Chinese candidates to show their knowledge of shipping matters affecting the ship's officer and the master of a ship by the medium of a properly conducted examination. It is well known that a strong movement is afoot among Chinese Government officials and influential Chinese commercial men not only to rehabilitate China's present unsatisfactory mercantile marine, but also to provide for the time when the main shipping business of China is in Chinese hands. It is a laudable desire and one to which exception cannot reasonably be taken by anybody, and if the decision to permit Chinese candidates to sit at British Board of Trade examinations at Hongkong is one of the means to the achievement of that desire, why on earth do not the Hongkong Government and the British Government say so? As we have said, the real reason for the move will inevitably be revealed, and we fail to see the slightest justification for the prevailing inclination of the Home and Hongkong Governments to keep the public in almost complete ignorance of what is really happening.

INDIAN COTTON DUTY.

JAPANESE AGITATION CONTINUES.

Osaka, Mar. 7.

Leading cotton trade associations are holding a public meeting on Monday to discuss the proposed increase in the Indian cotton goods duty, which continues to occupy much attention.

Leaders of the cotton trade declare that they are prepared to pay twenty per cent. if it be universal. They object to Imperial preference with a minimum of three and a half annas per pound on plain grey goods, which they consider is intended to bar Japanese goods altogether.—*Reuter.*

THE CHINA COAST.

RECENT CHANGES AND APPOINTMENTS.

Captain P. R. Purnell, C.N. Co., has resigned.

Mr. J. S. Turnbull, chief officer, Linan, has gone chief officer, Woosung. Mr. W. B. B. Paul, from reserve, has gone chief officer, Yunnan. Mr. J. R. Forster, chief officer, Yunnan, has gone chief officer, Wansien.

Mr. R. Wherry, chief officer, Wenchow, has gone acting master, Kian. Mr. S. D. Johnson, from reserve, has gone second officer, Shengking. Mr. A. Swanson, second officer, Shengking, has gone second officer, Hsin Peking.

Mr. N. Pounder, chief officer, Hsin Peking, has gone acting master, Wansien. Mr. A. Naismith, from reserve, has gone chief officer, Hsin Peking.

Mr. W. A. Orwin, from reserve, has gone chief officer, Kalgan. Captain J. Legge, of the Woosung, is on reserve. Captain J. S. G. Brown, of the Ngankin, has gone master, Woosung. Mr. J. W. Hodgking, chief officer, Woosung, has gone master, Ngankin.

Mr. A. Taylor, from Home leave, has gone chief officer, Hulchow. Mr. E. R. Graham, chief officer, Hulchow, has gone chief officer, Linan.

Mr. R. B. C. Lee, second officer, Fatsan, is on reserve. Mr. E. G. Long, from reserve, has gone second officer, Fatsan.

Mr. J. Grossett, chief officer, Kwei-yang, is on reserve. Mr. F. J. Griffiths, chief officer, Anhui, has gone chief officer, Kwei-yang. Mr. P. B. M. de Freitas, from reserve, has gone chief officer, Anhui.

Mr. D. E. Brown, chief officer, Luchow, has gone chief officer, Yingchow. Mr. E. L. Hurley, from reserve, has gone chief officer, Luchow.

Mr. F. H. Davies, extra second officer, Siangwo, has gone extra second officer, Kungwo. Mr. R. E. Smith, chief officer, Siangwo, is on reserve. Mr. G. Clarke, second officer, Siangwo, has gone acting chief officer, same ship.

Mr. J. Owens, second officer, Ting-sang, has gone extra second officer, Fausang. Mr. E. J. Thomson, extra second officer, Fausang, has gone second officer, Ting-sang.

Mr. I. G. Merry, extra second officer, Loongwo, has gone extra second officer, Hopsang. Mr. G. Owens, extra second officer, Fausang, has gone extra second officer, Pingwo.

Mr. G. Griffiths, third officer, Foo-shing, is on reserve. Captain T. A. Lupton, of the Ab Kwang, has gone master, Fu Kwang. Captain G. Wilson, from reserve, has gone master, Ab Kwang.

Mr. P. H. Todd, from reserve, has gone second engineer officer, Shengking. Mr. A. B. Bowler, second engineer officer, Shengking, has resigned from the C. N. Co.

Mr. W. Kerr, from reserve, has gone chief engineer officer, Wansien. Mr. H. A. Morrison, chief engineer officer, Wansien, has gone chief engineer officer, Wanliu.

Mr. J. W. S. Hood, from Home leave, has gone second engineer officer, Wansien.

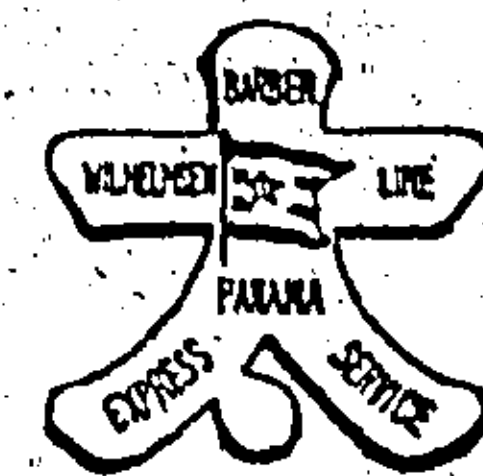
Mr. J. B. Smith, from reserve, has gone third engineer officer, Wantung.

Mr. A. G. Stuart, chief engineer officer, Tungchow, is on Home leave. Mr. A. Duncan, from reserve, has gone second engineer officer, Chekiang.

Mr. E. F. Graham, third engineer officer, Ichang, is on reserve. Mr. H. C. Higgs has been appointed third engineer officer, Ichang.—*Shipping and Engineering.*

Paris, Mar. 7.

The Chamber has voted a hundred million francs for the relief of sufferers in the flood disaster.—*Reuter.*



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KALYAN	9,144	15th Mar.	M's, L'don, Hull, R'dm & A'werp
ALIPORE	5,273	19th Mar.	Straits, Colombo & B'bay
RAJAHMUNDRY	15,619	22nd Mar.	Bombay, M's & London

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PAKADA	6,949	31st Mar.	S'pore, Penang & Calcutta
TALMA	10,000	16th Apr.	S'pore, Penang & Calcutta

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ST. ALBANS	4,500	4th Apr.	
NELLORE	6,853	2nd May	

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SAILINGS TO SHANGHAI & JAPAN

ST. ALBANS	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama
MALWA	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama
TALMA	10,000	25th Mar.	Amoy, Shanghai, Moji, Kobe & Osaka
MIRZAPUR	6,715	26th Mar.	Shanghai, Moji & Kobe

*Cargo only. All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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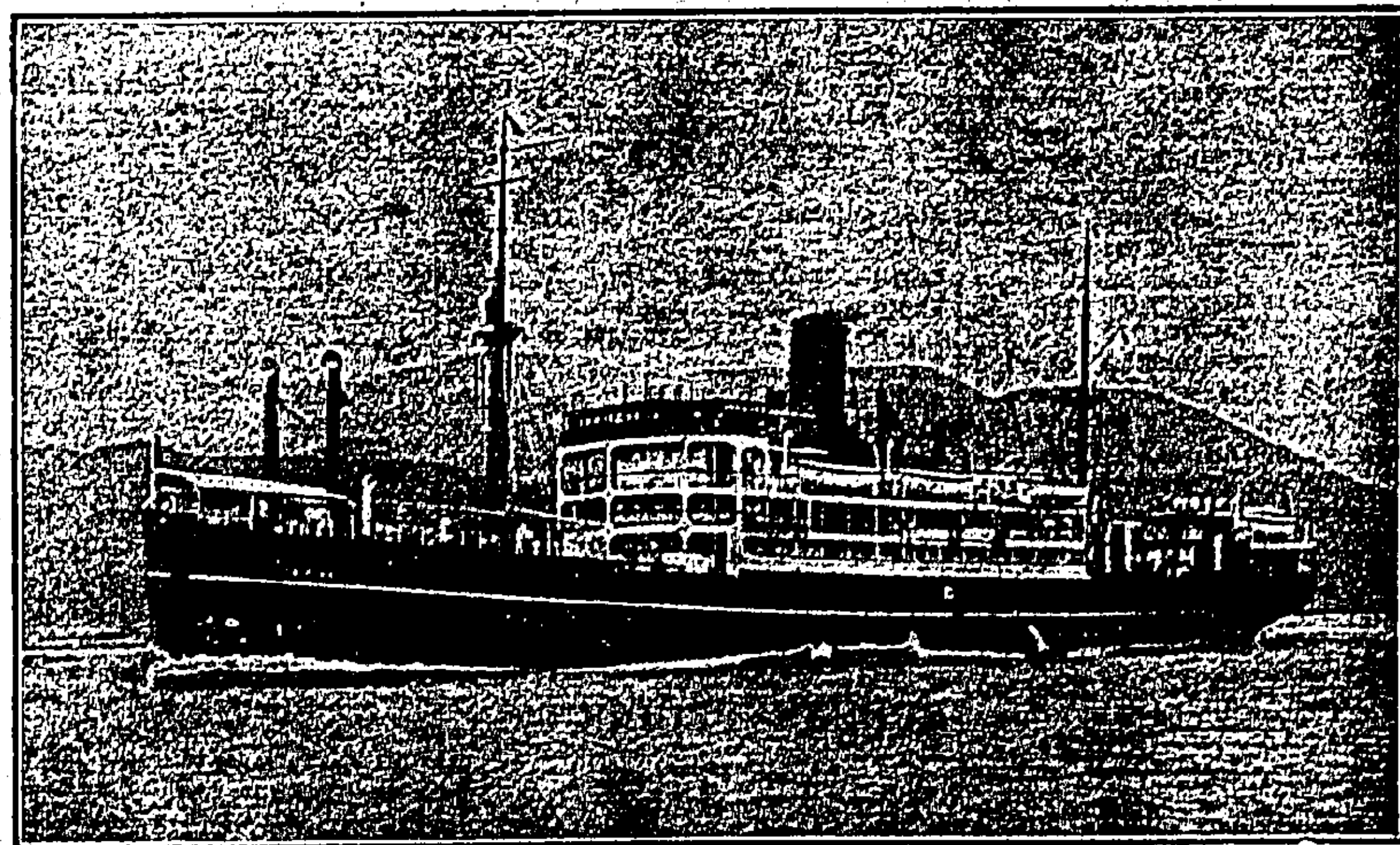
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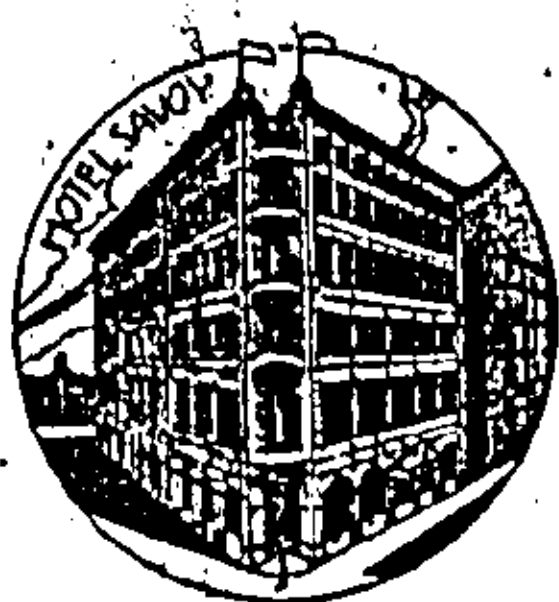
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AT THE MAJESTIC NATHAN ROAD KOWLOON.

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THIS AFTERNOON'S RACING.

GOOD CHANCES FOR THE
"SMALL FRY."

"RINGTAILS" CHOICES.

Good contests are assured for this afternoon's racing at Happy Valley. The recent rains have rendered the going a trifle sticky, and we therefore cannot expect to see such outstanding displays as were registered at the annual Meeting. Then, again, most of the first-class ponies have been shipped to Shanghai for the rest season, which may be extended to the next big meet in Hongkong.

However, now that the big fellows have left, doubtless the "small fry" will have an opportunity of notching up the successes denied them at the recent Meeting.

There are five handicap events on this afternoon's programme, and as all the best of our ponies have entered for these, we are sure to see some excellent sport.

The big race of the afternoon is the First Extra Meeting Stakes, over a distance of one mile. Carnival Eve is carrying top weight, with President Hall second top weight, and Adam and Majestic Hall sharing third position. I think the winner will be found amongst these three, with Young Pretender and Fair Sport as the two best outsiders. My selections for the afternoon are:

- 1st Race.
1 Piccallilli.
2 Duke of Chantilly.
3 Young Pretender.

- 2nd Race.
1 Snacell.
2 Chess Hall.
3 Thracian.

- 3rd Race.
1 Tarnacadam.
2 The Ape.
3 Buster.

- 4th Race.
1 Adam.
2 Majestic Hall.
3 Fair Sport.

- 5th Race.
1 Duke of Normandy.
2 Zephyr.
3 Amusement Tax.

- 6th Race.
1 The Tiger.
2 Pippin.
3 Express Hall.

- 7th Race.
1 Tango.
2 Tonbridge.
3 Done Again.

- 8th Race.
1 The Jamaica.
2 Samaritan.
3 The Pheasant.

- 9th Race.
1 Carnival Eve.
2 Pickle.
3 Misty Eve.

HARMONISING PACT & COVENANT.

LORD CECIL ON PROGRESS
AT GENEVA.

London, Mar. 7.

Lord Cecil, the chief British delegate on the committee for harmonising the Paris Pact and Covenant of the League of Nations, which concluded its sessions yesterday, expressed the opinion in an interview that good progress had been made. He approved of an amendment proposed by the jurists to the Council and Assembly, which is on the original lines of the British suggestions of September last, excluding a resort to war, which under certain circumstances is now permitted under the Covenant.

Lord Cecil pointed out that the definite text of the report containing this amendment carried explanations with which he could not fully agree, but the report was only the opinion of the jurists and not of the Governments. Other opinions would be expressed later both in the Council, and Assembly.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating death: Plague, Bombay 1 (1), Rangoon 1 (1), Calcutta 1 (1), Ceylon 1 (1), Calcutta 58 (25), Rangoon 1 (1), Phom Penh 5 (3), Small-pox, Bombay 4, Berbera 7, Bombay 173 (95), Calcutta 70 (56), Ceylon 31 (8), Madras 25 (12), Moulmein 51 (11), Rangoon 4, Batavia 4 (2), Saigon 1 (1), Shanghai (2), Canton 1; Cerebro-spinal fever, Shanghai (11).

COST OF PEACE IN THE NORTH.

NANKING BUYS OVER
KUOMINCHUN.

SAID TO HAVE PAID OVER
TWO MILLION DOLLARS.

"DISBANDMENT FUND."

Shanghai, Mar. 7.
Much political intrigue, including the alleged buying over by the National Government of several Kuominchun Commanders in Honan, is understood to be behind the announced retirement of Marshal Yen Hsi-shan, who has come to realise the impossibility of trusting to the moral support of minor militarists. It is stated that well over two million dollars have been spent by Nanking in the buying over of the Kuominchun leaders alone. The money is said to have been allotted under the general heading of "disbandment funds" and to be distributed among those Kuominchun commanders willing to sever their relations with Shansi.

Placards Removed.

Peking messages state that numerous posters and placards denouncing Marshal Chiang Kai-shek and the National Government have been ordered to be removed, while the Peking Kuomintang Office, recently closed by Marshal Yen Hsi-shan on account of its pro-Nanking attitude, is permitted to function again. The Kuomintang Office has issued posters criticising Marshal Yen and describing the Shansi and Kuominchun Commanders "discontented militarists."

Chengchow Recaptured.

Pro-Nanking forces under General Shih Yu-shan are understood to have recaptured Chengchow, an important position in Honan, following the evacuation of the Kuominchun forces under General Sun Liang-sing. It appears that the Kuominchun forces in Honan are retiring to Shensi on learning of the compromise between Nanking and Shensi. Peking diplomatic circles state that the military crisis, which at one time threatened the downfall of Marshal Chiang Kai-shek, will pass if the 50,000 or more Kuominchun troops under Generals Shih-shan and Han Fu-chu really surrender to Nanking.

Disappointed Politicians.

The departure of several politicians who have been visiting Taiyuanfu is reported, following their realisation of the inability of Marshal Yen to continue with the war. A representative of the Kwangsi I'u I, who went to Taiyuanfu on behalf of Generals Li Chung-yen and Wang Shao-hung has left. Mr. Chao Tai-wan, appointed by Nanking to head a commission of enquiry to discover the cause of the revolt by Shansi Commanders, with a view to punishing Marshal Yen Hsi-shan, reports from Taiyuanfu that Marshals Feng Yu-siang and Yen Hsi-shan are sincere in their intention to leave China.

Railway Communications.

Despite the improvement in the military situation in Nanking, communications, on the Tientsin-Pukow Railway have not been resumed, although it was expected that this afternoon there would be an express train leaving Pukow for Tainanfu, but it will be unable to go further than Shantung. Part of the railway track at Ping Yuan Station, on the northern Section of the line, which was damaged by anti-Nanking forces recently, is under repair.

In connexion with the sudden change of plans by Shansi, Nanking official circles have made an interesting announcement to the effect that Yen's inability to meet the exorbitant demands by the Kuominchun Commanders for \$1,000,000 as mobilisation funds, and shortage of arms and ammunition, were primary causes of the fall of Marshal Yen. Nanking declares that it is officially informed by Peking that the Shensi forces in Chihli Province have received instructions to return to Shansi.

RUBBER PRODUCTION.

CEYLON ESTATES AGREE
TO CESSATION.

Colombo, Mar. 7.

The Ceylon Estates Proprietary Association now agrees to the May cessation of tapping. It is taking a referendum of locally controlled interests. It was previously objected that cessation in May was not suited to Ceylon.

SPEEDING UP THE CONFERENCE.

(Continued from Page 1.)

be a large all-round reduction of armaments.—British Wireless.

Mr. MacDonald's Assurance.

London, Mar. 7.

After the issue of a communique covering a two hours' meeting of the heads of the delegations at St. James's Palace this morning, who reviewed the report of the First Committee dealing with general questions, Mr. MacDonald told pressmen that he was confident the Naval Conference would reach, possibly before Budget day on April 14, a specific treaty on a five-Power basis.

He rebutted a criticism that the conference had got into the hands of the Admirals; and explained that the treaty must cover definite programmes, which the delegates were now examining in a practical way.—Reuter.

TETSUZAN MARU
REFLOATED.

HENRY KESWICK DUE HERE
THIS AFTERNOON.

Inquiries made from Messrs. Wada and Company this morning elicited the information that the Tetsuzan Maru, which grounded in the Hainan Straits last week, has been refloated and is now on her way to Swatow.

The refloating was accomplished on Thursday with the help of the Kowloon Dock salvage tug Henry Keswick, which sailed from Hongkong to the assistance of the vessel last Sunday. The tug is due back here this afternoon.

The Tetsuzan Maru has not been examined yet, but a thorough examination will be carried out in Hongkong when she returns after discharging her cargo at Swatow. She is expected here on March 13.

BANK RETURNS.

STATISTICS FOR MONTH
OF FEBRUARY.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 28th February, 1930, as certified by the Managers of the respective Banks are:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank	\$20,851,126	\$7,800,000
Hongkong & Shanghai Banking Corp.	\$71,141,897	\$45,500,000
Mercantile Bank	\$2,260,450	\$7,800,000
Total	\$94,253,473	\$61,100,000

*In addition Sterling Securities are deposited with the Crown Agents valued at \$1,285,400.

†In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,875,608.

§In addition Securities deposited with the Crown Agents valued at \$180,000.

DROVE CAR WHILE
DRUNK.

FIFTY DOLLAR FINE AT
KOWLOON.

Mr. Robert Chan, licensed driver of motor car No. 2890, was fined \$50 by Mr. Whyte Smith at the Kowloon Magistracy this morning on a charge of driving his machine at the Star Ferry at 12.15 this morning whilst drunk.

The defendant was said to have collided with the direction stand opposite the Ferry Wharf.

A charge of failing to produce his driver's licence was withdrawn.

MACBETH AND THE
WITCHES.

INNOVATION AT OXFORD
PRODUCTION.

Oxford, Feb. 3.

A psychological interpretation is to be given to certain scenes in Macbeth, which the Oxford University Dramatic Society will produce on the 11th inst.

The undergraduate producer, Mr. Brewster Morgan, of St. Edmund Hall, has decided on one innovation which is likely to cause comment.

The witch scene is to be interpreted as taking place in the mind of Macbeth immediately after the end of the Banquet. To achieve this effect a thin curtain will be lowered, through which the action will be dimly seen.

The choice of Miss Gwen Ffrangcon Davies to play Lady Macbeth indicates a slight departure from tradition, for it has come to be considered almost inevitable that a tall woman should be selected.

The part of Macbeth is to be taken by Mr. Valentine Dwyll, of Christ Church.

A CAVE MAN WOOS AND WINS AN AMAZON

The ALL-TALKING COMEDY SMASH!

Together
MARY PICKFORD and Douglas FAIRBANKS
in an adaptation of Shakespeare's
"Taming of the Shrew"
Adapted and directed by SAM TAYLOR
Mary as a fiery-eyed Amazon and Doug as doughtiest of all cave men in the funniest talking picture ever made!

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Augmented Orchestra.

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AND
JOHN
GILBERT
IN
"LOVE"



AT THE
WORLD FINAL SHOWINGS TO-DAY
AT 5.15 & 9.20 ON T

At 2.30 & 7.15 Chinese Picture "The Winning Daughter"

MAY AND CONRAD
McAVOY AND NAGEL
in "CAUGHT IN THE FOG"



INITIAL SCREENING IN HONGKONG.

AT THE
STAR FINAL SHOWINGS TO-DAY
At 5.30 & 9.20